VOL. CCXXXII, No. 3017
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THE SPHERE
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JANUARY 25, 1958

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— THE WORLD'S NEWS IN PICTURES

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Are these the happiest men in industry?

Ex-Picture Post reporter Trevor Philpott went to Corby and talked to five men whose life is steel. Pictures by John Chillingworth.

Sid Wright is proud of his 650 ton excavator, proud of his job. He remembers the plank and wheelbarrow days. "It's a satisfying sort of job, the way we do it today," he says.

Bertie Oliver works on relining the insides of Bessemer converters. He takes pigs' trotters to work as a snack.

EACH OF THESE MEN has worked a lifetime by the sweat of his brow. Each plays a vital part in what is now Europe's biggest and most modern tube works. Looking back over the years, they look back in pride.

Sid Wright looked down the quarry, wide and deep as the bed of a great river, towards the six hundred and fifty ton excavator which was peeling back the earth above the iron ore. " She does as much work in fifty seconds as I used to do in a full day's work. Course, it was wheelbarrows and planks then. Now it's railway trucks and steel track. Yes, it's a satisfying sort of job, the way we do it today. I've had a ton or two of ore out of Northamptonshire in forty years."

'Young Sketch,' whom a few know as George Patrick, tends the four great blast furnaces. He's built rather like a blast furnace himself. Resting his hands on his bay window, he said " Yes, there's a lot of beer gone into that. I need it. But it's not as hot now as in the war, when we had the furnaces covered so you couldn't see a wink from a few hundred feet up. Now you can see the glow forty miles away on the right night.

" I was here before Stewarts and Lloyds came, and I watched them build up this plant and take it down and build it up again. And blow me if my only daughter didn't marry a blast furnaceman. He's a supervisor already."

" Both sides must be pretty satisfied "

Bertie Oliver has been caring for the insides of Bessemer converters for forty-six years. " There's not much I don't know about those old ladies. I left a two-horse tram in 1911 to go on the steel plant at Bilston. I came up to Corby when they opened the new works in 1934. After the Black Country, the woods around here were a real treat. My boy's at the works, too, now and laughs his head off when I take pigs' trotters to eat on the shift."

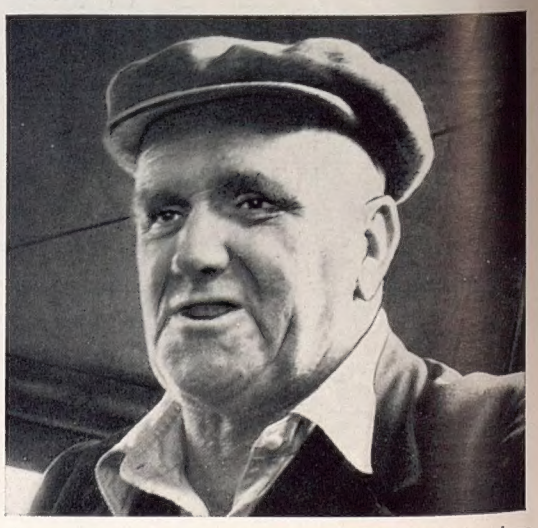
Bill Muir came out from under the bonnet of his saloon car. " They used to say you could tell a steel man by the colour of his face," he said. " Well, look at me. Pale and interesting. They load slab furnaces by watching television screens and pressing buttons, nowadays. Between us, my brothers and I have put in a hundred and thirty-one years' service with this firm. I suppose both sides must be pretty satisfied."

600 Gold Watches

'Big Chiv' (full title Charlie Clitheroe) is over seventy and looks as strong as an ox. " Six bob a week errand boy, I started as. Then someone spotted I was a pretty big lad, and I got a job on the locos. It's been locos ever since. These we've got now are little beauties. Fire her right, keep her pressure up, and she'll do anything. Gives you a good appetite, too, this job. Seventeen bob's worth of meat I'll eat, at the week-end. My wife used to say to me, 'You never praise my food, do you Charlie?' 'I never leave none, do I?' I'd say to her. The boys ask me sometimes why I don't marry again. Well, a good wife's like a good job. One's enough for most men."

All these men possess a gold watch awarded to mark thirty years of service with the firm. There are over six hundred more like them at Corby, working still. Men who began in the Steel Industry, stayed with it, and helped it to grow. This is how they talk, as they near the end of a working life well spent.

This report was commissioned by the British Iron and Steel Federation, which believes that everyone should know the facts about Steel, and about the men and organisations that make it.



Charlie Clitheroe (better known as 'Big Chiv') is a loco man, brings in 1200 tons of ore at a time and gets through seventeen bob's worth of meat at a week-end.

Volume CCXXXII No. 3017

The SPHERE, London, January 25, 1958

The SPHERE

with which is incorporated THE GRAPHIC

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THE SECRET OF HILLARY'S ANTARCTIC SUCCESS—ONE OF THE NEW ZEALAND PARTY'S TRACTORS ON ITS WAY TO THE SOUTH POLE : These British-made vehicles were the first to fight their way on land through the ice and snow to the southernmost point of the earth. Last week-end a further glorious chapter was added to Antarctic history when Dr. Fuchs arrived at the Pole on his epic attempt at the trans-Antarctic crossing. He, too, was making the journey by tracked vehicles.

The first men ever to reach the South Pole on tracked vehicles were Sir Edmund Hillary and his party of New Zealanders. Their triumph over 1,200 miles through the toughest hazards of snow and ice was also a great achievement for British engineers, for the tractors, with very slight modifications, were identical with the normal models supplied by the makers, Massey-Harris-Ferguson, for the use of farmers. Earlier this month Hillary and his men, driving from McMurdo Sound, were the first group of the British Commonwealth trans-Antarctic Expedition to arrive at the Pole. Then, last Sunday, Dr. Vivian Fuchs reached there, coming up from Shackleton Base on the other side of Antarctica. He, too, has tracked vehicles, four Sno-cats and one Weasel. He was welcomed to the American South Pole scientific station by Sir Edmund Hillary, Admiral Dufek, United States Navy, and a number of journalists. The chances appeared good that he would continue on his trans-Antarctic journey down to McMurdo Sound, and thus complete the hitherto unattained crossing. One point is already clear from these Commonwealth operations. The South Pole is now accessible to tracked vehicles.

Postage—Inland, 4d. ; Canada, 1½d. ; Elsewhere Abroad, 4½d.

OPENING OF THE SALMON FISHING SEASON IN SCOTLAND: Miss Rae, a hotel manageress, is about to break a bottle of whisky over the bows of a fishing-boat to mark the opening of the salmon fishing season on the River Tay. After the traditional ceremony two parties of anglers set out from Kenmore, on Loch Tay, to the strains of the tune "Over the Sea to Skye," played by piper George Mackenzie, of Aberfeldy.

THE WORLD'S MOST UP-TO-DATE AIRCRAFT-CARRIE the hangar for the commissioning service. The air trials on February 3, and will eventually join the war and is the first to be fitted with all the British-dev

Our Patience is Exhausted.—The hungry sheep of humanity are beginning to "look up." They are tired of being starved of the wholesome food of sanity, constructive ideas and realism. At long last, a clamant demand is being heard, even by the shepherds, to break the impasse and get down to realities. The U.S.A., U.S.S.R., Britain, Poland, not to speak of other states and private individuals, are simultaneously issuing proposals for ending the unholy deadlock. The President's State of the Union message is the mixture as before. Total peace can only come when America has resumed the lead in the arms race, regained her lost face and can negotiate from strength; but, that accomplished, his sincere desire for a settlement was very clear. But . . . is it the only way? The U.S.S.R. has sent out another batch of letters to leading governments, each individually worded. It calls for a meeting of heads of state in the spring, perhaps at Geneva, to discuss, *inter alia*, abandonment of nuclear tests for at least two years, as a start to nuclear disarmament, a "heart of Europe" neutral nuclear zone, a non-aggression pact between NATO and the Warsaw Pact nations, reduction of foreign troops on German soil and positive plans for control and inspection on both sides of the no-man's land, and generally to ban war propaganda and foster freer trade between East and West. Our Government, while reluctantly adhering to the nuclear deterrent, has pained America by offering to consider a bilateral non-aggression pact with Russia. Our Labour Party, *pace* Mr. Bevan, now at last stands largely behind the Russian formula, and may find that stand well-timed. The hungry sheep take note of all these nostrums. No doubt they do not baa in one voice, but they baa in harmony. There is already stockpiled enough nuclear war materials to blow the earth into atoms, so what point in further expenditure to insure more complete suicide? The deterrent is fearful, so is the danger of the deadlock. Nothing can justify refusal to agree to another meeting at highest level by whatever nation proposed, however composed, however frail the prospects of agreement. The circumstances are really changed. Humanity at last is fully alive to the dangers of the deadlock and the arms race and insists on an end to individual stalling and hesitation and is willing to risk the bitter disappointment of failure if such a meeting could even for a moment rend the iron curtain of mutual suspicion and distrust.

The Weaknesses of Democracy.—In all the fearful problems which beset us at home and abroad, the immense advantages of dictatorships over democracies become ever more apparent, when it comes to presenting a united front or a determined policy in bargaining. In world affairs this handicap to the democracies is clearly realised in the new plea and ideal of interdependency.

A London Newslette

195-198, STRAND, W.C

The Eastern bloc in broad problems can speak with one voice—from Moscow. The Western bloc is a confused noise unintelligible to both sides. In domestic affairs certain advantages of dictatorship are no less apparent. Party strategy and the fear of loss of votes can forever cause governments to wobble and compromise even over their promises most firmly guaranteed. In its present half-baked stage, democracy is the enemy of national unity, of discipline and of a common purpose and determination, and internationally the ideal of interdependence is only in its infancy and has barely begun to underline the bitter truth that sacrifice of sovereignty and all that that implies, is the only way to security and salvation in a life and death struggle against an organised and ruthless rival ideology, which speaks, for practical purposes at least, with one voice. We could hardly find in recent history two more telling examples of the weaknesses of democracy than those which are outstanding to-day, at home in the Thorneycroft resignation and internationally in the proposals and counter-proposals for another attempt to reduce tension and armaments. None know better than the Kremlin leaders these weaknesses in their rivals of the West and they lose no opportunity of exploiting those weaknesses. The policy of divide and rule is their all-too-obvious strategy, for they find the "dividing" largely done for them. The American President's reply to Bulganin was warmly welcomed in America as containing hopeful and sincere ideas for easing tension. The simultaneous release of proposals for a Defence Budget of record size, which her democ constitution required to be made, cannot fail to knock stuffing out of Mr. Eisenhower's peace aims in Rus eyes and give the Kremlin another excellent handle the charge of Western "warmongering" and insince In Britain there will be many to ask why we n take our part in saving America's Sputnik face.

Thorneycroft: Inevitable Aftermat —I find it difficult not to agree with Mr. Leather's h that to cut family allowances is *not* the only means to the Government to reduce its expenditure. Whether no Mr. Thorneycroft resigned over a difference of opin as to whether £50,000,000 was a large enough sum involve a question of principle, it is the belief of general public that a sincere and even ruthless probe redundancies, traditional extravagances and outw methods of administration would reveal desirable which would tot up to more than £50,000,000 and do damage to smooth and efficient administration. Of we have constant examples brought to notice. Thorneycroft's resignation, as I presumed, has alre confirmed a wide belief that modern governments h long abandoned "care of the pence" which from G stonian times was the creed of the Treasury. Again, Opposition has lost no time in cashing-in on the resigna crisis, as quite certainly it was bound to do. Mr. Beva *Tribune* expressed surprise that a margin of less tha

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OMMISSIONED: The ship's company of H.M.S. *Victorious* is assembled in rrier, under the command of Captain C. P. Coke, R.N., will leave for eet. She is the sixth modern aircraft-carrier to join the Fleet since the ds to naval flying. Originally 22,600 tons, she is now 30,000 tons.

BIGGIN HILL AIRFIELD CEASES TO BE OPERATIONAL : The standard of No. 41 Squadron is being paraded at Biggin Hill, in Kent, before it was handed over to No. 141 Squadron, R.A.F., Coltishall, Norfolk. The ceremony marked the end of the famous Battle of Britain fighter airfield as an operational station. This is because its runways are too short for future requirements.

hundredth part of the total Budget should precipitate a risis. His explanation was that the Government, with ' death in its heart," and " certain of defeat at the next eneral election," was disintegrating through lack of uthority at the top. In the Cabinet, it is a go-as-you-lease, the retreat having been sounded. Wishful thinking, o doubt, but, if specious, it is attractive to half the lectors and not calculated to help Lord Hailsham in his ask of minimising the effects of a " storm in a tea cup." The waves in the tea cup were quite high enough to slop ver, and Mr. Micawber's " delightful nonsense-budget " is ot regarded by the taxpayer as " disastrous." It enables im to pay his taxes and he commends it to the attention f those who impose them. For a single example, has here ever been a justifiable interlude since the Welfare tate came into being, for paying children's allowances o parents on the £3,000 a year level ? Mr. Thorneycroft, n his loyal apologia at Monmouth, made it clear that in nany fields the Government has accepted the commitments f former Governments and continues to spend far beyond ur means.

Walter Elliot.—My only personal contact with Mr. Walter Elliot was during the First World War when or a time he was medical officer attached to the Scots Greys. That brief contact left a memory, still vivid, of a oung man of immense courage and resource, a man cut ut by nature to be the ideal companion in a tight place, positive ray of sunshine when things looked black. His peech and manner were rough and frank, his Scotch ccent suited his pawky humour. His anecdotes were sually lurid and often new, and apparently inexhaustible. His brother officers delighted in him and many others in he Cavalry Corps, on the strength of the legend he created, ought and enjoyed his company. When he went into olitics, he lost nothing of his frankness and good sense, is accent and his humour. He was affable, friendly and otally lacking in pomposity or pretension or social in-incerities. He was a very popular broadcaster and was a elcome choice as High Commissioner to the General ssembly. He met one bitter personal tragedy early in is life with the same courage he had employed to rescue thers from the depths. He will be sadly missed by all orts and conditions of men of every political shade.

Shakespeare's " Improvers."—I read most ew books about Shakespeare but they have not made me Shakespeare authority and so I am not ashamed to admit at Halliday's *Cult of Shakespeare*, in its well-documented ages, has told me a great deal that is entirely new to me. ne instance only: it is news to me that long before the ghteenth century, indeed when men who worked with hakespeare were still living, many collators and editors besides Dryden were at work removing from his plays " vulgarities " intolerable to the more cultured taste of seventeenth-century playgoers. Davenant himself, Shakespeare's godson, who should have known better, was slashing the plays and substituting for the " rustic " gems doggerel sometimes comparable with the worst examples of Warburton. The latter " improved " the lovely line " do paint the meadows with delight " with the fearful bathos of " do paint the meadows much bedight," and for the line " For the red blood reigns in the winter's pale " brilliantly offered: " Fore the red blood reins-in the winter pale." Indeed it is clear that Warburton's absurdities are almost excused by the example of Davenant's even more inexcusable outrages. When Pope, Theobald and Rowe took up the work of " refinement," their labours for an authentic and acceptable text were confounded by their personal rivalries and there was war in the Literary Heaven. But whether the editors of the seventeenth and eighteenth century did what they did in disturbing Shakespeare's bones for " box-office," or in a genuine desire to get at the truth, they put Shakespeare on the map after his period of eclipse and smoothed the way for Garrick's mighty feat of showmanship which established Stratford's " amazing monument " built on fictions; and it is true to say that Shakespeare's greatness flowered on a dungheap. For the rest, this massive and scholarly collection of all references to Shakespeare as a dramatist during a decade preceding and succeeding his death makes it clear on just how sticky a wicket the scholarly and often ingenious Baconians have batted so long. Their team will probably not be totally dismissed in our time, but Mr. Halliday has certainly taken another wicket or two.

Cruelty to Animals.—Educationists and many others interested in the value of our educational system and in the progress of our race must often despair when they read in the Press instances of cruelty to children and animals. Two instances of cruelty to animals were reported last week in adjacent columns in the *Daily Telegraph*. A cat had been left suspended by its tail on a flagstaff all night, and a woman had thrown boiling water over a neighbour's dog. The first was an instance of cold, calculated cruelty, the second may have been the result of a sudden fit of blind rage. We have to face it that we share this island of ours, which had a reputation for kindness to animals, with fiends and semi-lunatics who have advanced no painful inch from the barbarities of their ancestors and still cause unspeakable agony to defenceless creatures for fun or the satisfaction of sudden anger. The societies which devote themselves to prevention of cruelty are wide awake and indeed fanatical. It is reading of cases like these which makes one wonder why they disperse their forces and widen their horizons in the effort to put down hunting when the prevention and the bringing to book of cases like these demand all their energies and determination. The most fiendish cruelties to animals are often practised by quite young children and in many such cases the guilt lies heavy on their parents and teachers.

The Costs of a Trial—The Brighton Conspiracy trial is to take place at the Old Bailey on February 3. I often wonder if the man in the street realises the labour and the expense of the committal of even one single defendant on a minor charge of, perhaps, shop-breaking by local justices to quarter sessions, held perhaps only a few miles away. Such a charge may involve the labelling, storage and transfer of possibly twenty bulky exhibits, the taking in longhand of evidence from a dozen witnesses, the binding over and transport and payment of those witnesses to quarter sessions, and the removal from their normal duties of half a dozen or more police officers for two full days. Often enough, it is obvious that the defendant will plead guilty, and the exhibits and witnesses will never be seen or heard by the Chairman at quarter sessions. Multiply those labours and expenses in a criminal trial at assizes or the Old Bailey involving several defendants and the written evidence of perhaps a hundred witnesses and you may get a notion of the bulk of the evidence which the judge must master, equal perhaps to half a dozen books; and of the expense involved in witnesses' allowances and counsels' fees, not to speak of the working time, the costs and labours involved in two investigations in court which may carry on for three weeks. It remains to say that our judicial system is the envy of the world and not to be a subject for cheeseparing.

Rainfall Over Britain.—I am always interested in rainfall statistics which sometimes help me to appreciate the difficulties of our official weather prophets who must perforce divide their areas of prophecy into comparatively sizeable blocs. Thus Princetown and Falmouth might well fall into one South-Western Counties area and the records of these two places in 1957 made hay of prophecy. Princetown 87 ins., Falmouth 41 (or less than half). Last year among the selected registrations in these islands, Inveraray gave the highest rainfall after Princetown with 84 ins. (more than twice as much as Paisley), London the lowest with 22 ins., Edinburgh and Nairn maintained their enviable reputation for moderation in rainfall in Scotland, the former having no more rain than dry and sunny Worthing. The difficulty of accurate prophecy for even the smallest of areas lies in the fact that the configuration of hills and downs and other very local factors are a prime factor in rainfall, and there may be, and often is, a mighty difference in a year's rainfall in two towns or villages but four miles apart, such as Petersfield and Midhurst.

THE OLD STAGER

DEMONSTRATING THE RADAR SPEED METER: An officer of the Metropolitan Police examines the reading on the calibrated dial as a truck passes into the radar beam during last week's demonstration. The apparatus was first used ten years ago in America.

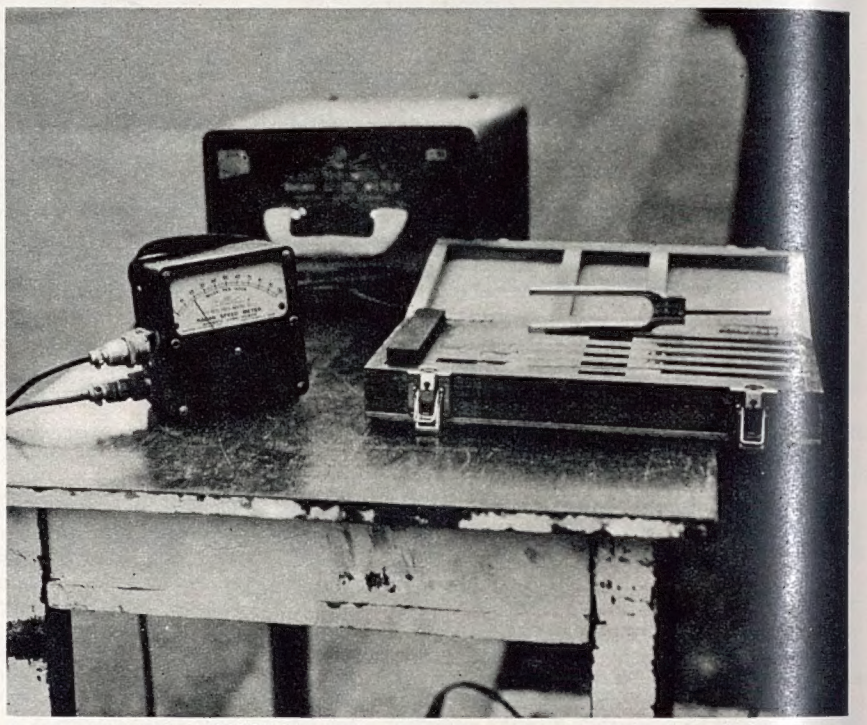
DETECTING EXCESSIVE SPEED: A policeman signals to his colleagues along the Thames Embankment that the car which has just passed him is speeding. They will take a reading on a second set of equipment and stop the motorist, if speeding is confirmed.

In London the Metropolitan Police, after several tests over the past few months, are now using radar equipment to trap speeding motorists. The apparatus, which comes from the United States where radar speed traps are common, consists of a speed meter, a dial calibrated in miles per hour and a battery. A set of tuning-forks with frequencies corresponding to certain speeds is included in the equipment, and is used to test the speed meter's accuracy when a motorist has been stopped. Senior Supt. E. Walker, of the Research and Planning Branch, Scotland Yard, said during the demonstration last week: "The radar speed meter will be used at points where accidents are considered to be due to excessive speeding, and the object is to prevent accidents and save life." He admitted that the meter was unable to operate when more than one car was in the beam. The Automobile Association commented: "Our principal objection to the meter is on the score of its unreliability. Our investigations have demonstrated beyond all doubt that the reading can be affected by external influences."

RADAR AND TELEVISION AID TRAFFIC CONTROL

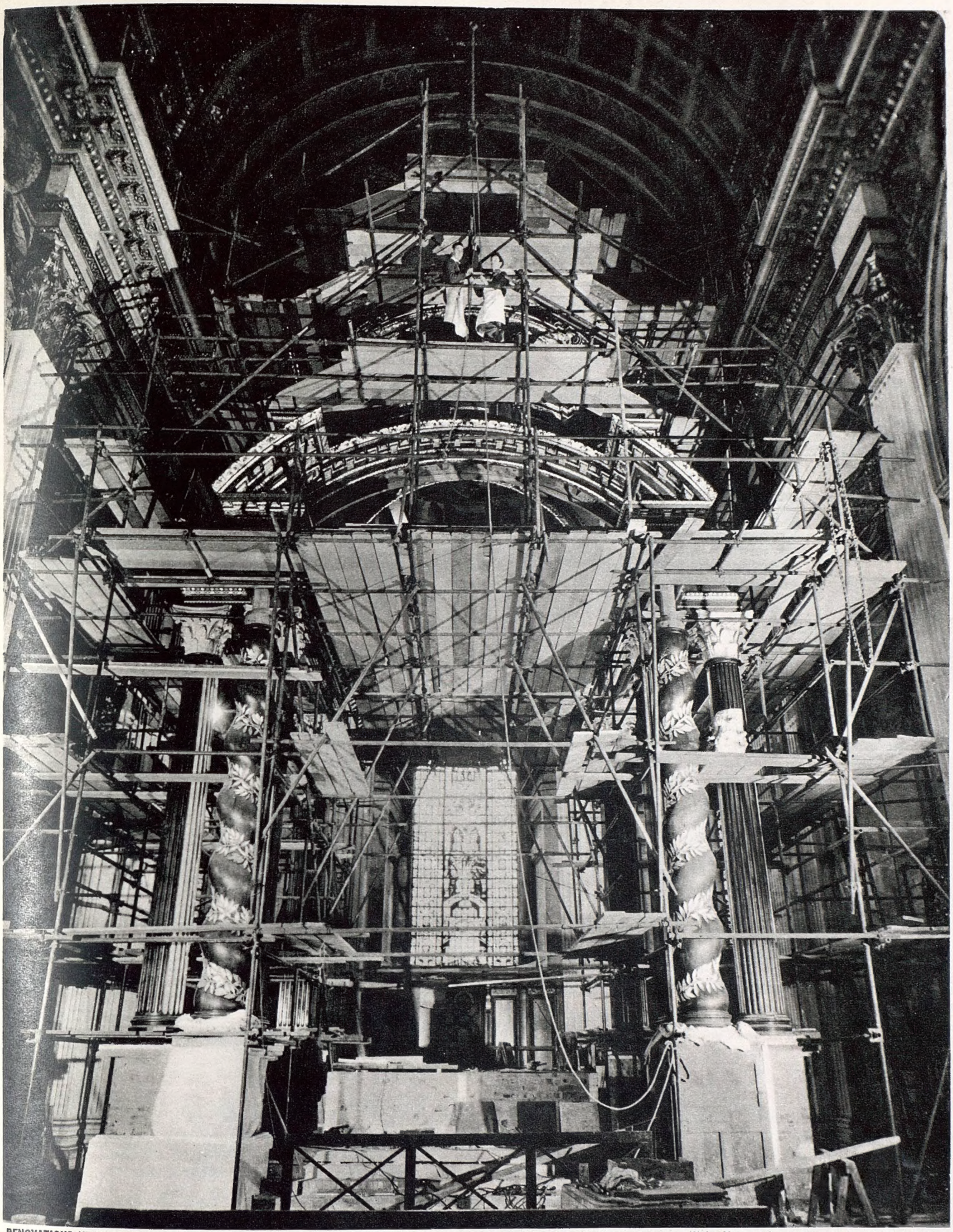
Speed Detectors in London; Improved Circulation for Durham

A TELEVISION CAMERA IN THE STREET: On a tall pole is one of the cameras covering the approaches to the Market Square, Durham. Durham is one of the first cities in the world to install a permanent television traffic control system in its streets.



A NEW MENACE TO MOTORISTS? In front of the speed meter is the dial which indicates the speed of a passing vehicle. On the right is a set of tuning-forks which are used to test the accuracy of the equipment. The speed meter has been criticised because it can only detect one vehicle at a time, and is useless in dense traffic.

POINT DUTY IN COMFORT: A policeman in a special kiosk controls the traffic with the aid of television monitor screens. This system of traffic control in Durham originated through consultations between Mr. L. E. Ellis, the city engineer, and Pye of Cambridge Ltd. The television closed circuit incorporates two cameras mounted on tall poles and covering the approach streets to the Market Square. The cameras are fitted with windscreen wipers similar to those on cars, and can operate even in the most adverse weather conditions. One policeman can now control all the traffic passing through the city centre, and with greater efficiency than was possible before the introduction of television. Some 12,000 vehicles pass through the centre of Durham daily and it is estimated that the apparatus will account for a saving of 10,300 vehicle hours, together with a financial saving of £5,000 during a year.



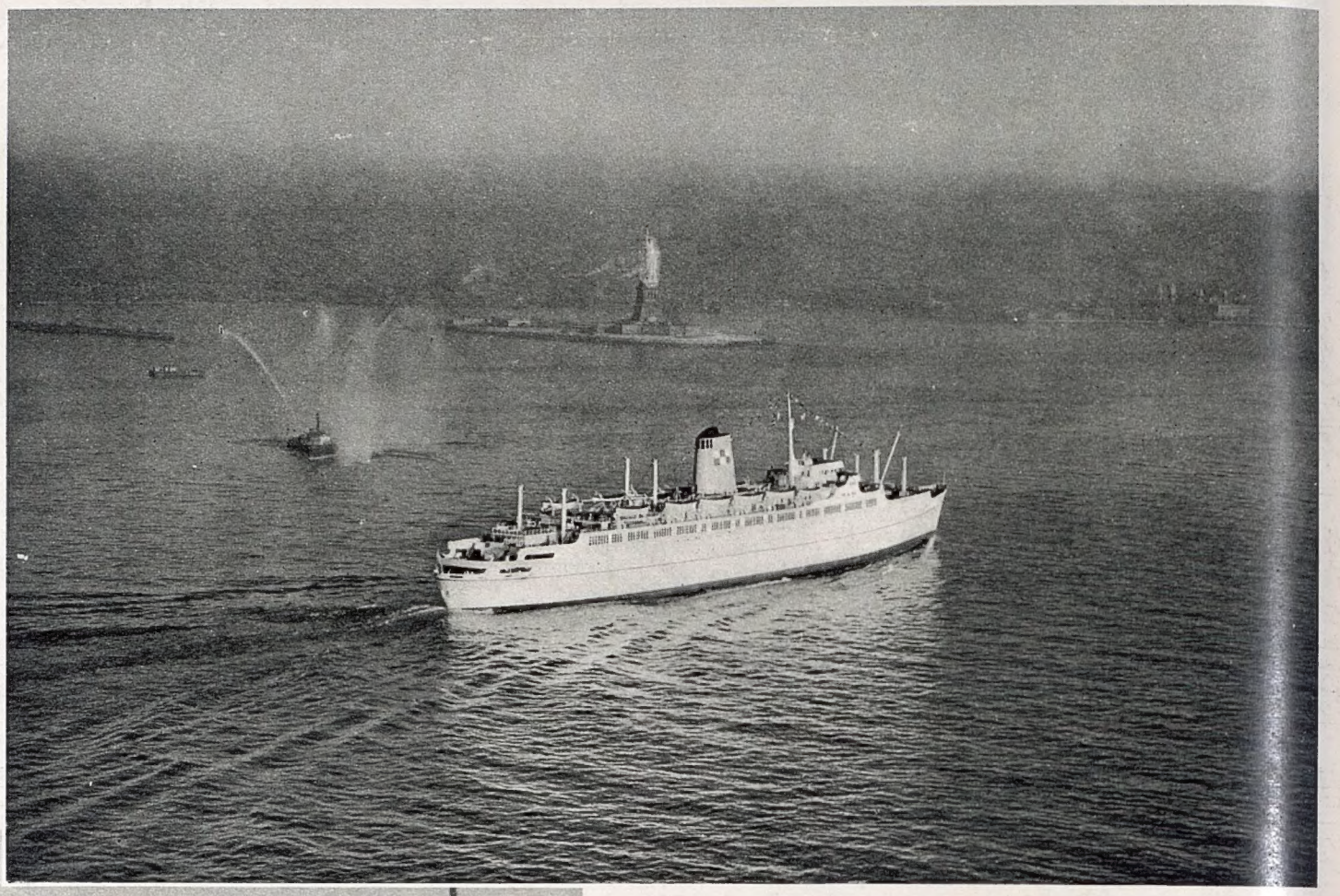
RENOVATIONS NEAR COMPLETION AT THE EAST END OF ST. PAUL'S CATHEDRAL : Amid a network of scaffolding, the new High Altar takes shape. It will serve as a memorial to members of the Commonwealth forces who fell in the two world wars. On each side of the altar two wooden pillars, decorated with a gold leaf design, support the baldachino over it. The pillars stand on bases of white marble brought from Italy. Behind the altar is the American Memorial Chapel.

RESTORATION AT ST. PAUL'S

A New High Altar Takes Shape at the East End of London's Cathedral

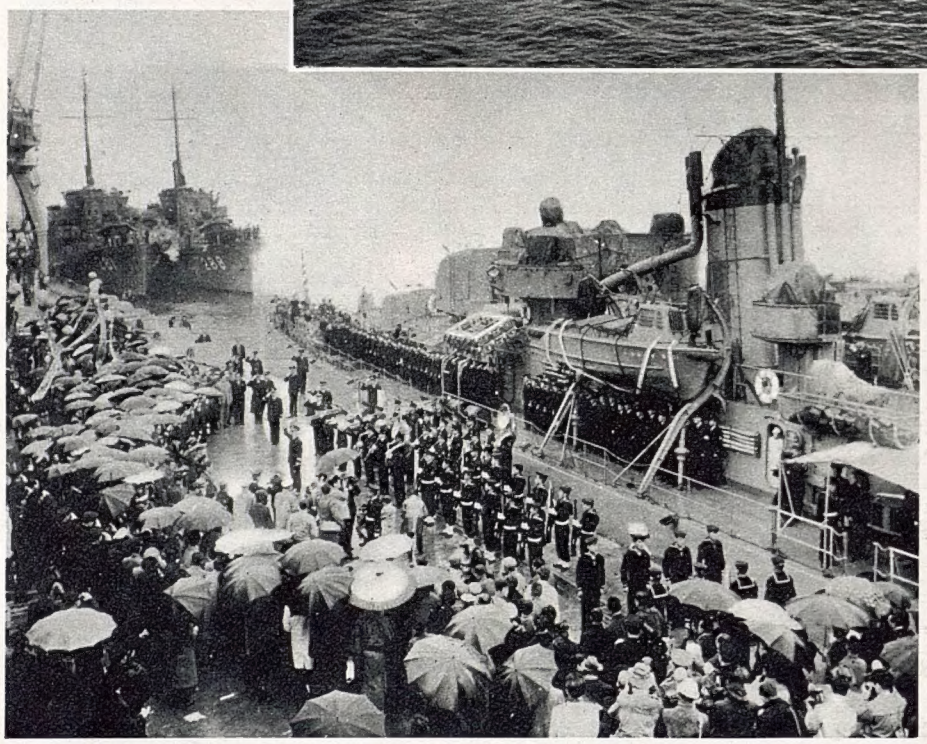
During the early part of May the Queen is expected to attend the dedication service of the new High Altar at the east end of St. Paul's Cathedral. The altar, with a baldachino over it, will be a memorial to members of the Commonwealth forces who lost their lives in the two world wars. Its design follows Wren's original conception for the east end of the Cathedral. The baldachino, of oak, stands centrally beneath the coffered arch which separates the apse from the eastern bay of the choir. The new altar stands at a slightly lower level than the former altar, which was destroyed by bombs in 1940. Behind the altar, the Apse Chapel is being furnished as a memorial to the 28,000 Americans who died during the war while operating from bases in Britain. The three 20-ft.-high stained-glass windows in the chapel, designed by Mr. Brian Thomas, incorporate the insignia of the forty-eight States of America. In October of 1954, the St. Paul's Cathedral Campaign was inaugurated to raise £400,000 for urgent building and restoration work. This objective having been attained, rebuilding in many parts of the Cathedral is now being carried through to a complete and satisfactory conclusion. The rebuilding of the east end of St. Paul's Cathedral is costing in the region of £75,000.

THE NEWS IN PICTURES



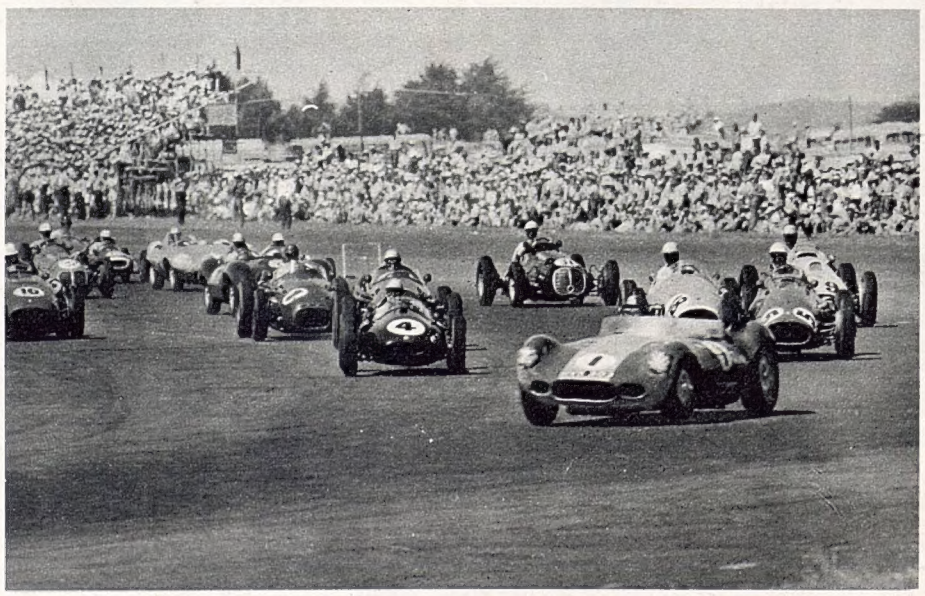
On right—

A BRITISH LINER'S MAIDEN VOYAGE TO NEW YORK: The Canadian Pacific liner *Empress of England* steams past the Statue of Liberty to make her first appearance in New York Harbour. She was given a great welcome by helicopters, fireboats, ferries and other craft as she arrived on the start of a cruise to the West Indies and South America. *Empress of England*, the latest addition to the Canadian Pacific fleet, is a liner of 26,000 tons, built at Vickers-Armstrongs' yard at Walker-on-Tyne, near Newcastle, and launched by Lady Eden in June 1956. The ship has accommodation for 150 first-class and 900 tourist-class passengers in air-conditioned cabins and a feature of her design is the large windows on the promenade deck which give unrestricted views. She went into the Liverpool-Montreal service last April.



JAPANESE SQUADRON FOR PEARL HARBOUR: Relatives and friends gather in the rain in Tokyo to say farewell to four Japanese warships setting out to visit Pearl Harbour at the invitation of the U.S.A. It is the first time Japanese naval ships have been there since the war.

DR. SUKARNO IN CAIRO: The President of Indonesia (wearing dark glasses) drives in a small carriage behind two ponies at the Zoo in the Egyptian capital. He was making a State visit to President Nasser during his tour of Afro-Asian countries.

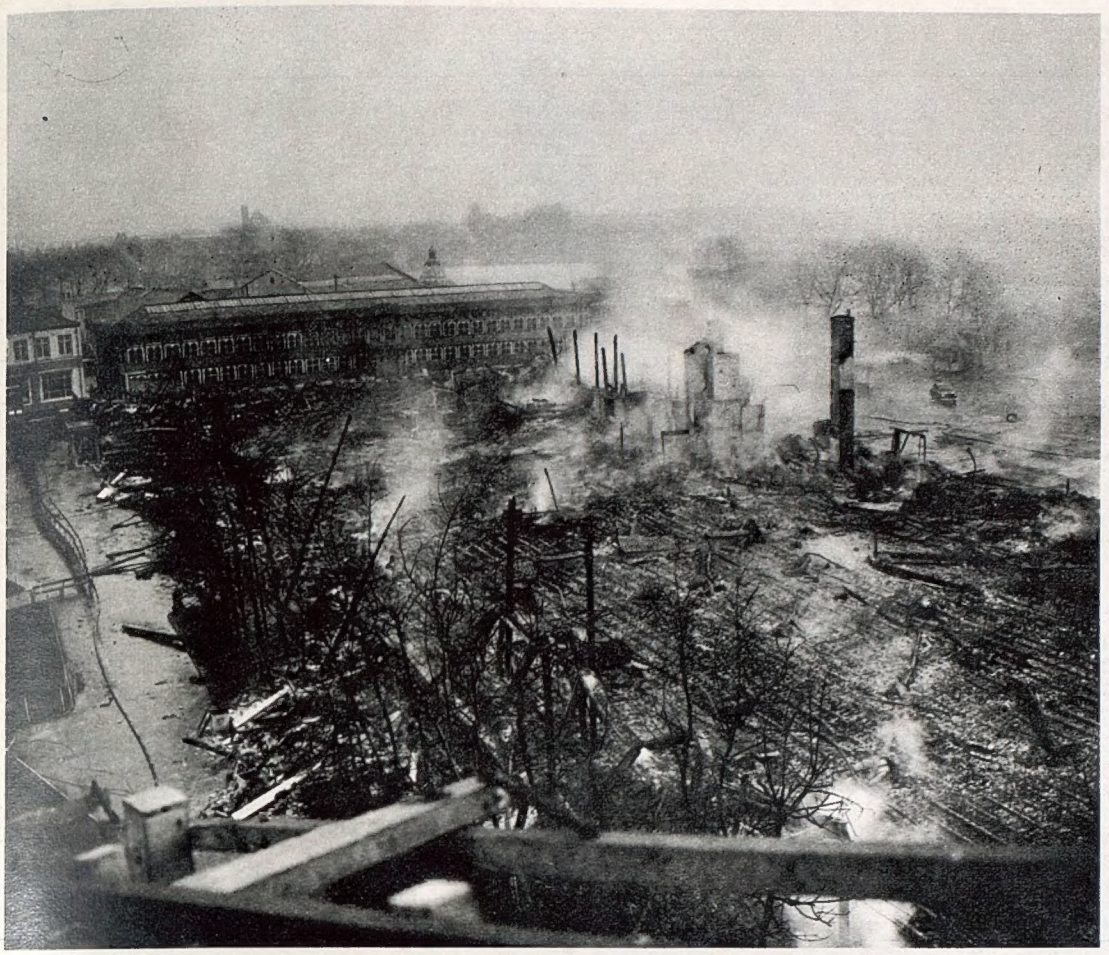


THE NEW ZEALAND GRAND PRIX: The cars come up to College Corner soon after the start of the race at Auckland. A. Scott-Brown (No. 1) is leading. Others in front are (from left) A. Glass (10); B. Stillwell (7); J. Braham (4); F. Shuter (31); Ross Jensen (18) and Lex Davison (5).

On left—

PRESIDENTS EMBRACE: Colonel Nasser and Dr. Sukarno hug each other in friendly greeting at the airport of Cairo. The Presidents of Egypt and of Indonesia had several conferences while the latter was in Egypt, including, it was reported, informal discussions among the ruins of Luxor. Dr. Subandrio, Indonesian Foreign Minister, was accompanying Dr. Sukarno in Cairo.

THE NEWS IN PICTURES



FIRE SWEEPS A PLEASURE PARK: The central block of buildings at Belle Vue Zoological and Amusement Gardens, Manchester, are razed to the ground by a fire which broke out in the early hours of last Friday morning. Three ballrooms with accommodation for 5,000 dancers, bars, restaurants, shops and a grandstand for fireworks displays have been destroyed. Damage is estimated at £1,000,000.

THE FRENCH FOREIGN MINISTER IN LONDON: The French Ambassador, M. Chauvel (right), is seen shortly after greeting M. Pineau, the French Foreign Minister, on his arrival at London Airport from Paris last week. M. Pineau drove direct to Chequers from the Airport for talks with the Foreign Secretary, Mr. Selwyn Lloyd. Among subjects discussed was the free trade area.

DEVASTATION BY FIRE: Another picture of Belle Vue shows the severe fire damage. Sir Leslie Joseph, the managing director, has said at least £250,000 will be needed to replace the destroyed buildings.

EURATOM INAUGURATION: The newly-appointed Executive Committee of the Euratom listen to the President, Herr Hallstein, of West Germany, make the introductory address during the official inauguration ceremony at Val Duchesse Chateau, Brussels. Left to right at the table are Herr von der Groenen, of West Germany, M. Marjolin, of France, Signor P. Malvestiti, of Italy, Herr Hallstein, Dr. Mansholt, of the Netherlands, M. Lemaignan, of France and M. Rey, Belgium.

THE BOARD OF INQUIRY AT LUBECK INTO THE LOSS OF THE "PAMIR" ENDS: Captain Dominick (wearing glasses), an official of the German Maritime Investigation Board, inspects part of the wreckage of the 3,103-ton *Pamir* which sank in the south Atlantic last September in a hurricane with the loss of 80 lives. The inquiry at Lubeck into the loss of the German barque criticised her handling in the gale.

On left—

THE ISRAELI CHIEF OF STAFF IN LONDON: General Moshe Dayan is met by his wife at London Airport, on his arrival from Italy. The General, who led the Israeli forces into Egypt at the time of the Suez crisis of 1956, said at the airport that his people had "never had it so good since the establishment of the State of Israel."

THE NEWS IN PICTURES

FORCED LANDING ON A BEACH: Firemen spray anti-fire liquid over a twin-engined De Havilland Dove aircraft belonging to East Anglian Flying Services Ltd., which crashed on a beach near Dungeness, Kent. It was on a scheduled flight between Rotterdam and Southend, but had been diverted to Ferryfield, near Lydd, owing to fog at Southend. As the aircraft was approaching the airport the starboard engine cut out and it lost height. The pilot, Captain H. D. Dennison, managed to bring the plane down on the narrow beach, avoiding two nearby bungalows. His skill saved the five passengers and stewardess from injury, but he was taken to hospital with head injuries.

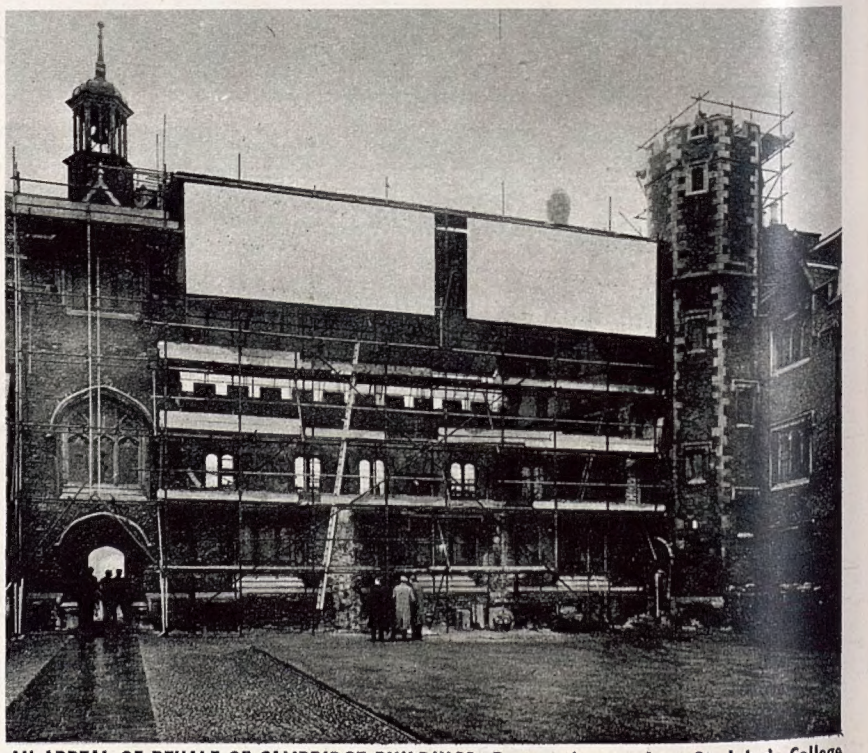
On right—

SIR HUGH FOOT AT THE MINISTRY OF DEFENCE: The Governor of Cyprus arrives to take part in discussions with the Chiefs of Staff at the Ministry of Defence in London. Earlier he had visited the Colonial Office for talks on Government policy for Cyprus. Later Sir Hugh, after a little more than two weeks in England, returned to Nicosia, in Cyprus, by way of Beirut.

MR. HAMMARSKJÖLD IN LONDON: The Secretary-General of the United Nations is seen here with the Foreign Secretary, Mr. Selwyn Lloyd (on left). Mr. Hammarskjöld's visit to this country was made to discuss a number of international problems, including disarmament and the Middle East. It is believed that he may visit Moscow.

MR. THORNEYCROFT'S FIRST SPEECH SINCE HIS RESIGNATION: At Newport, Mon, the ex-Chancellor speaks amidst cheering and applause. "If I am open to criticism at all," he said, "it is that I have been too lax and not too strict." He did not accept terms such as "a mere £50,000,000." With him on the platform is Mrs. Thorneycroft.

CONVOCATION OF CANTERBURY: A group of bishops of the Upper House listen to the Archbishop of Canterbury during his Presidential Address to the Convocation of Canterbury at Church House, Westminster. Among the subjects the Archbishop dealt with was artificial insemination through an anonymous donor (A.I.D.). The Primate described A.I.D. as "an offence against the social and legal implications of marriage." He called for legislation to make it a criminal offence, or, failing that, to make registration of every case of A.I.D. compulsory. The three-day sitting of the Convocation was concerned almost entirely with the revision of canon law. Among canons discussed were those relating to the use of vestments, the Receiving of Communion and the language of divine service. In his concluding remarks the Archbishop said that it was necessary for churchmen to examine their own behaviour and see what effect it had on fellow members. If this were done, conflicts which have hindered the Church for the past 100 years would be eliminated.



AN APPEAL OF BEHALF OF CAMBRIDGE BUILDINGS: Restoration work at St. John's College is seen here in progress. In the Second Court, built in the sixteenth and seventeenth centuries, the roof and top floor of the west range have been removed and faulty timber is being taken out. The Master and Fellows of the college have launched an appeal for funds for repairs. It is estimated that at least £150,000 will be needed.

THE NEWS IN PICTURES

THE OPENING OF THE SWEDISH PARLIAMENT: King Gustaf VI Adolf reads the speech from the throne at the State opening of the Legislature in Stockholm. At the extreme left is Prince Bertil of Sweden. The Parliament, or Riksdag, of Sweden consists of two chambers, one elected for eight years and the other for four years.

A ROYAL PUPIL RETURNS TO SCHOOL IN ENGLAND: Princess Benedikte of Denmark is escorted by her father, King Frederik, at Victoria Station, London. She was returning to Benenden School, Kent.

OFF TO THE RIVIERA: Sir Winston Churchill stands in typical pose at London Airport before flying to the South of France. It is understood he will be some weeks at Roquebrune-Cap Martin.

THE KABAKA OF BUGANDA IN LONDON: He is being greeted in traditional manner by some of his subjects on his arrival at London Airport. The Kabaka's visit, the first since the end of his exile in 1955, was described as a private one to attend the wedding of a friend, Captain Ronald Owen. Before the Kabaka reached London it was reported from Kampala that the Chairman of the Uganda National Congress, the leading African political party, had been arrested on charges of plotting to kill the ruler.

TURKISH GOVERNORS AT MANSION HOUSE: Sir Denis Truscott, the Lord Mayor of London, is seen in his official residence with the Governors of four of the Turkish Provinces. They are, from the left, Fahrettin Akkutlu, Kemal Hadimki, Niyazi Aki and Arif Ozgen. The Turkish administrators had arrived in Britain at the invitation of the British Government to study relations between the central and local governments.

On left—

AN ARCHÆOLOGICAL FIND IN DEVON: The man is pointing to the section of a trench in Brixham, in which human remains were discovered. They are believed to be bones of people who lived 2,000 to 3,000 years ago. The find was made while the trench was being dug in King Street.

SPORT IN THE SNOWS OF EUROPE

Winter Scenes in Different Parts of the Continent

A WINNER FOR THE FOURTH YEAR IN SUCCESSION: Toni Sailer, the Austrian triple Olympic gold medallist, speeds through the snow at Wengen, in Switzerland, to win the Lauberhorn downhill ski race. He has won this event each year since 1955. The course this year had been shortened for lack of snow. Sailer's time over the 2,800 metres, with a drop of 750 metres, was 2 mins. 25.2 secs. Bud Werner, of the United States, was second, three-tenths of a second behind, and the third place was taken by Willi Forrer, of Switzerland, who had generally been regarded as an outsider. Altogether there were ninety-four starters from fourteen nations in this event, which is one of the most important preparations for the world championships.

On right—

VICTORY AND DEFEAT: Josl Rieder, another ski ace from Austria, heads for victory in the slalom event in the Lauberhorn races at Wengen. He had hoped that this would give him the Alpine combination for the third year running. However, he missed the hat trick because the American Bud Werner was second in the downhill and third in the slalom and with these placings won the combination.

A LEADING LADY OF THE SNOW: In the ladies' international championships at Grindelwald, in Switzerland, Hilda Hofherr, of Austria, is on her way to win the Alpine combination. Second to her was the Swiss Olympic medallist, Frieda Dänzer, and third, Carla Marchelli, of Italy. Fourth and fifth were respectively Lucille Wheeler (Canada) and Thea Hochleitner (Austria). The next two places also went to Austrians: Putzi Frandl and Lotte Blattl. A heavy snowfall caused a reorganisation of some of the events in these championships for women at Grindelwald.

A CABLE RAILWAY OVER MONT BLANC: The car ascends above the snow and crags of the highest mountain in Western Europe, which reaches a height of 15,782 ft. The cable railway, which has recently been opened, runs from Courmayeur, in Italy, to Chamonix, in France. Each car holds four people and the journey from terminus to terminus takes 1½ hours over some of the most majestic scenery of the Alps.

AN ENGINEERING FEAT IN THE ALPS: Suspended on its cable, the car moves towards the station on the Dente del Gigante. Between the two crags is a steel bridge giving access and egress from the stopping point. There are four stations for passengers on the Courmayeur-Chamonix railway.

A MASTER OF SKI-JUMPING: Leaning forward over his skis, Andreas Däscher leaps in the ski-jumping competition on the Chirurgienne hill at Le Brassus, in Switzerland. In the first jump of this event the lead had been taken by Kotschkin, of the Soviet Union. Then four entrants exceeded his length and in the jump-off the decision was given in favour of Däscher because of his superior style. He is a leading Swiss ski-jumper.

On right—

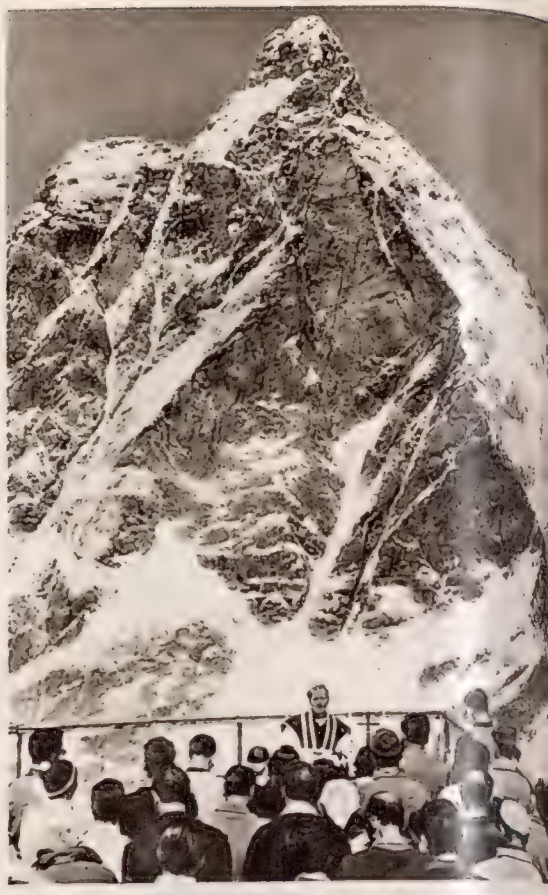
A WIN FOR RUSSIA: This action picture of Nikolai Gussakov, of Russia, as he jumps at the international Nordic ski championship at Le Brassus. He was the winner in the Nordic combination (jump and cross country), being awarded a combined score of 447.5 points. The nine competitors from eight countries were competing for the combination award.

A VENUE FOR THIS YEAR'S INTERNATIONAL SKI CHAMPIONSHIPS: The ski-jumping hill has been specially built at Lahti, in southern Finland. There the world ski-ing Nordic championships (which consist of cross-country and jumping) will be decided in March. The international Alpine championships (downhill and slalom events) have been arranged for Bad Gastein, in Western Germany, starting on February 2.

SKIERS FROM WESTMINSTER: The British Parliamentary team is seen at St. Moritz. From the left the members are: Lord Forbes; Mr. Pitman; Mr. Godman; Mr. Diamond; Mr. Marples, the Postmaster-General; Lord Selkirk, the First Lord of the Admiralty; Mr. Orr Ewing and Sir Charles Taylor. In an annual competition they defeated Swiss Parliamentarians.

A CHAMPION OF THE BRITISH COMMONWEALTH: Flight-Lieutenant C. M. C. Mitchell (England) flashes down the Cresta Run at St. Moritz to win the Commonwealth championship skeleton race. Major R. D. Wilson and Lieutenant A. Claridge, R.N., tied in second place. Twenty-five riders from twelve Commonwealth countries entered.

EVIDENCE OF THE POPULARITY OF CERVINIA: Buses and cars from France and Switzerland as well as Italy crowd into the Italian Alpine resort on a Sunday in winter. Besides offering splendid winter sports, Cervinia is near enough to Milan for visitors to vary their programme by enjoying the Opera and the great art treasures there. Milan can now be reached by air from London in 2½ hours.



MASS BELOW THE MATTERHORN: It is being celebrated on the terrace of Furggen, 11,470 ft. up. Behind the priest rises the great peak of the Matterhorn.

TRACTION AT GREAT ALTITUDE: A cable railway car passes over a "sno-cat" on Plateau Rosa, above Cervinia. "Sno-cats" clear the roads of snow.

TRAINING FOR A GREAT MOUNTAINEERING TRIUMPH: The picture was taken on the Gobbi di Rollin on the Plateau Rosa in January 1954. In this camp Professor Ardito Desio was training part of his team which later in the year, as the Italo-Pakistani expedition, conquered K2 in the Himalaya, the second highest mountain in the world.

SKI-ING AND CULTURE

Visitors to Cervinia, in Northern Italy, can Combine Winter Sports with Visits to the Opera and Galleries of Milan

It is not always easy, especially in winter, to plan a holiday which allows for a wide range of tastes. Cervinia, in the Alps of Northern Italy, provides an answer to those who wish to indulge in variety. There the visitor can engage in winter sports on the slopes of the Matterhorn. He can alternate this with a stay in Milan to enjoy the abundance of treasures in that famous art centre and, from December until May, attend the Opera season at the renowned La Scala Theatre. All this is within comparatively easy reach of London.

Recently Alitalia (Italian International Airlines) have introduced a new London-Milan service, the object of which is to give the opportunity of ski-ing and culture, of two holidays in one. The flight is made in a Vickers Viscount 785, one of the latest types of these airliners, and the scheduled flying time, which takes 25 mins. off the previous time for this route, is 2 hrs. 35 mins.

There are four flights in each direction every week. When the summer timetables are introduced on April 1 they will be daily, some of them at night.

All but the tone-deaf will almost certainly plan their first evening to be at La Scala. It is an unforgettable experience to see opera given at the highest possible standard in the splendid surroundings of the theatre which has been rebuilt after its damage during the war. The visitor must decide for himself whether he stays for some days in Milan, visiting some of the surrounding centres such as Lake Como or makes at once for Cervinia. The winter sports resort is 112 miles away and is probably best reached by coach, the journey taking about 4½ hours. There is also a route which combines train and coach.

Cervinia has numerous hotels, most of them are open all the year round and prices vary according to class and also according to the length of stay and the time of year. Above the town rises the massif of the Matterhorn (or Monte Cervino to the Italians). There are many funiculars and ski-lifts. The two longest funiculars go up to Furggen and Plateau Rosa (both over 11,000 ft.). The five lifts to the slopes of Chapelette, immediately above Cervinia, are so constructed that they terminate at the start of runs varying from the very easy to the very difficult.

One could spend a long holiday here alone—and the Cervinia season lasts all the year round—but at any time one wishes for a change there is, for example, St. Vincent twenty miles away. This is a picturesque old town with a casino. It is also noted as a spa for its mineral waters. Then, too, the holidaymaker can always go down to Milan, to its galleries, museums, and wealth of architecture and, in the season, the incomparable opera at La Scala.

MR. MACMILLAN IN PAKISTAN

The Second Stage of the Prime Minister's Commonwealth Tour

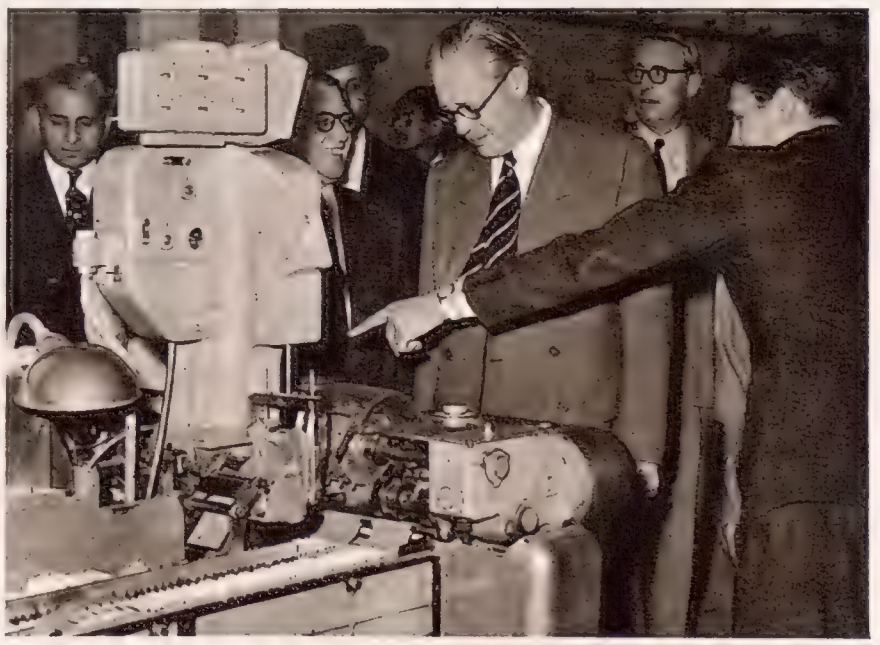
Pakistan was the second country to be visited by Mr. Macmillan during his Commonwealth tour. He arrived at Karachi airport from India and immediately embarked on a busy programme. Among his engagements were visits to the fighting services and to an industrial estate. On one day he flew from Karachi to Peshawar where a group of ex-servicemen waiting to be introduced to him included the first V.C. of the First World War, Subedar Khudadad Khan, and one of the last V.C.s of the Second World War, Jemadar Ali Haider. From Peshawar he drove to the Khyber Pass, returning in the evening by air to Karachi.

The British Prime Minister had a number of private conversations with his Pakistani counterpart, Malik Firoz Khan Noon. It is believed that they discussed the Indo-Pakistan canal waters dispute and Pakistan's economic problems. At a Press conference Mr. Macmillan referred to the recent resignations from the British Government, answered a number of questions about the Bagdad and SEATO Pacts and made clear Britain's intention of not interfering in the Kashmir dispute. The next stage in his Commonwealth tour was Ceylon. From there he was due to fly early this week to New Zealand by way of Singapore.

HOST AND GUEST: Malik Firoz Khan Noon, the Prime Minister of Pakistan, welcomes Mr. Macmillan at the airport at Karachi. Between them is Sir Alexander Symon, U.K. High Commissioner.

OCCASIONS IN KARACHI: Before a dinner for Mr. Macmillan and Lady Dorothy Macmillan, Major-General Iskander Mirza, President of Pakistan, is at extreme right. Next to him is Begum Iskander Mirza. At left is Malik Firoz Khan Noon. *On left*—Mr. Macmillan has covers placed over his shoes at the Jinnah Mausoleum.

HONOURING THE MEMORY OF THE FOUNDER OF PAKISTAN: The Prime Minister lays a wreath on the tomb of Mohammed Ali Jinnah, first Governor-General of Pakistan, at the Mausoleum where Liaquat Ali Khan, first Prime Minister, is also buried.

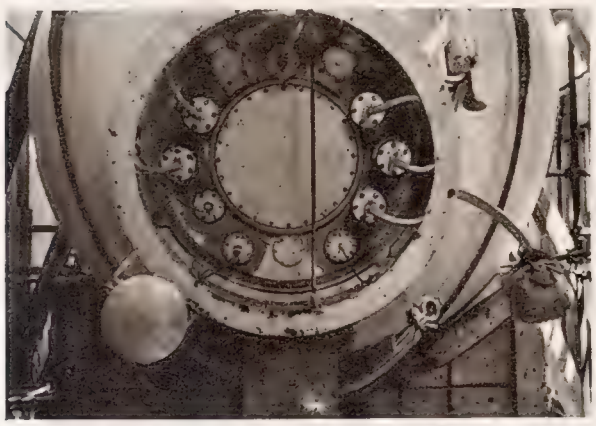


AT A CIGARETTE FACTORY: Mr. Macmillan examines a machine in one of the three works which he visited on an industrial estate outside Karachi. Among his other engagements were attendance at a Pakistan Air Force display and a visit to the Khyber Pass.

EXPLORING THE DEPTHS OF THE OCEAN: The Piccard bathyscaphe *Trieste* breaks the surface of a rough sea on her return from the depths of the Mediterranean, near the Isle of Capri. Carrying American Naval scientists, the *Trieste* made twenty-six dives as part of an advanced scientific research programme. During the dives, emphasis was on the study of the field of sound in the ocean which has arisen from the United States Navy's continued interest in underwater acoustics in submarine warfare.

DEEP-SEA EXPEDITION

Mysteries of the Mediterranean Probed by U.S. Navy Scientists in a Bathyscaphe



A SPHERE BENEATH THE HULL: Scientific measurements are conducted in the sphere which is suspended beneath the hull of the bathyscaphe. Constructed of forged "fatigueless" steel 4 ins. thick, the sphere can withstand the hydrostatic pressures encountered at the great ocean depths. While the hull above the sphere is capable of withstanding the buffeting of surface waves and towing, it is not designed to resist deep-sea pressures because of the unique method of operation which is employed.

EN ROUTE TO A DIVING SPOT: The Italian tug *Tenace* tows the bathyscaphe to a diving location off the Sorrento Peninsula prior to a diving test. It is able to carry passengers to depths of more than three miles, which is about twenty times as deep as a conventional submarine. The bathyscaphe consists of a 50-ft. flotation hull 12 ft. in diameter.

OCEAN depths, which comprise a large percentage of the earth, have often been referred to as "inner space." This interior environment is as much of a mystery to man as outer space. But between June and October of last year a team of American Naval scientists, using the Piccard bathyscaphe, the *Trieste*, descended nearly two miles beneath the surface of the Mediterranean as part of an advanced programme of scientific research sponsored by the Office of Naval Research at Washington. Altogether a series of twenty-six dives was made near Naples, the majority of them a few miles south of the Isle of Capri.

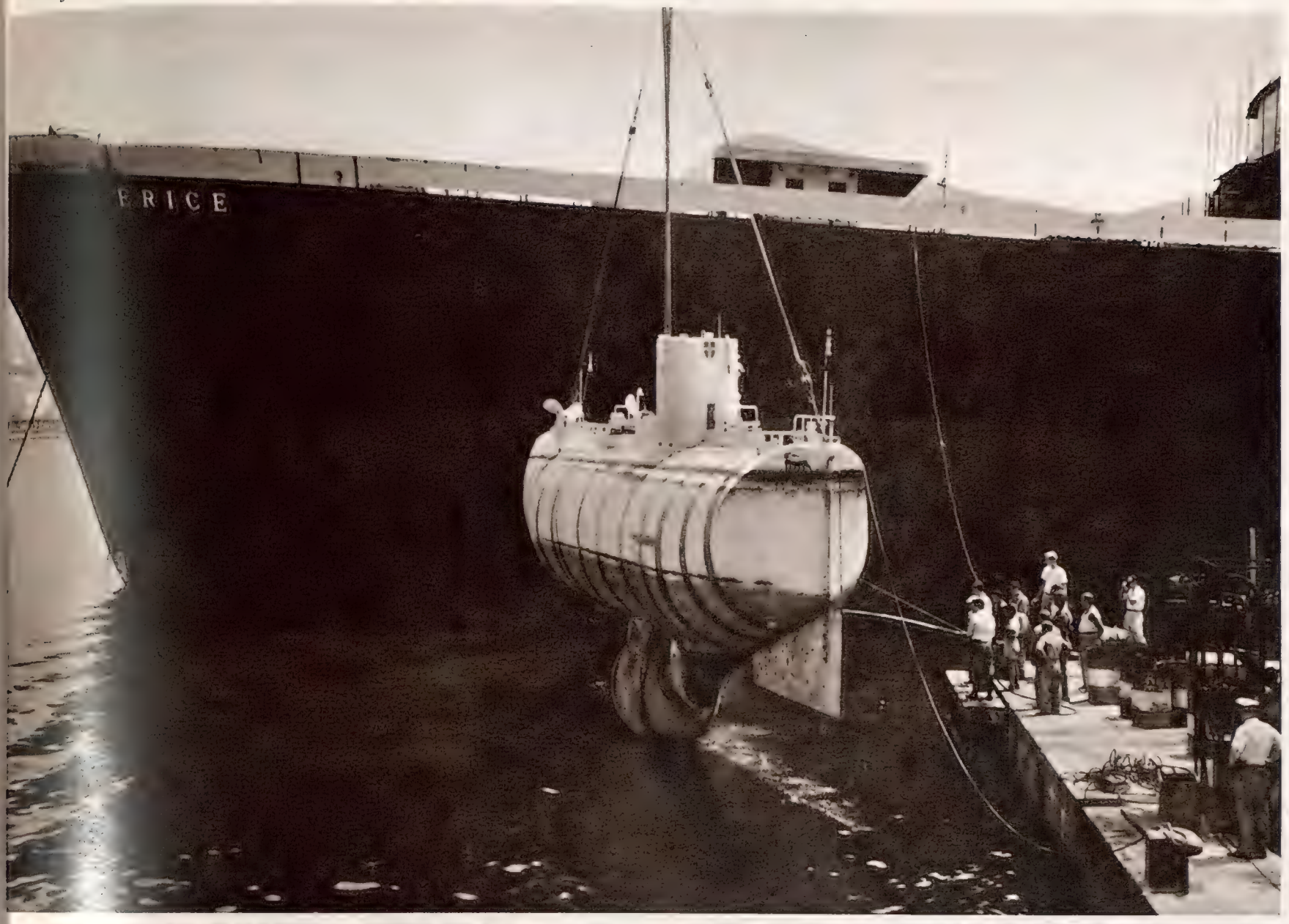
The bathyscaphe, the creation of Professor Auguste Piccard, is the underwater equivalent of a lighter-than-air craft such as a blimp, operating in reverse. It consists of a 50-ft. hull, 12 ft. in diameter and filled with gasoline to make it buoyant, since gasoline is lighter than water. Beneath this hull is suspended a sphere, 6·5 ft. in diameter, constructed of forged "fatigueless" steel. This sphere, which comfortably holds two men and scientific equipment, is capable of withstanding ocean depths of more than three miles, which is about twenty times as deep as a conventional submarine. This permits the craft to explore about 99 per cent. of sea-beds in the oceans of the world.

The hull above the sphere is built to withstand the buffeting of surface waves and towing but is not designed nor required to resist deep-sea pressures because of the unique method of operation. The craft descends by letting sea water into air chambers in the hull. Entering through holes in the bottom, the sea water, which does not mix with and is heavier than the gasoline, maintains an even pressure between the hull and the outside sea. The normal rate of descent is about three knots. Ascent is made by jettisoning iron shot used as ballast. Additional control of the buoyancy is achieved by valving off small portions of gasoline.

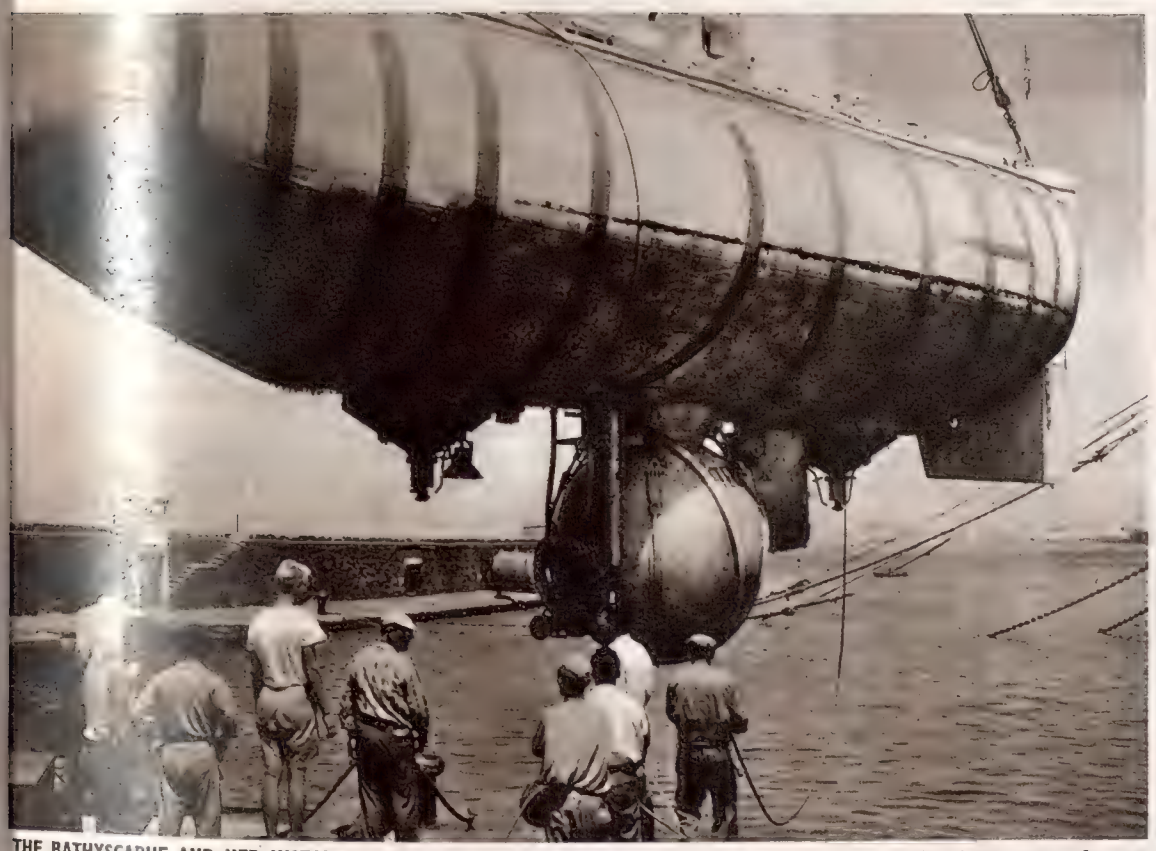
The cabin has two portholes with windows made of 6-in.-thick plexi-glass. Three mercury vapour lamps attached to the sphere are used to light up the ocean depths. Some horizontal manœuvrability of the bathyscaphe is provided by two battery-powered reversible propellers mounted on the hull. The *Trieste* is the second bathyscaphe designed and built by Professor Auguste Piccard. The first one is owned and operated by the French Navy. The name bathyscaphe is a combination of two Greek words, "bathy" and "scaphe," meaning "deep boat."

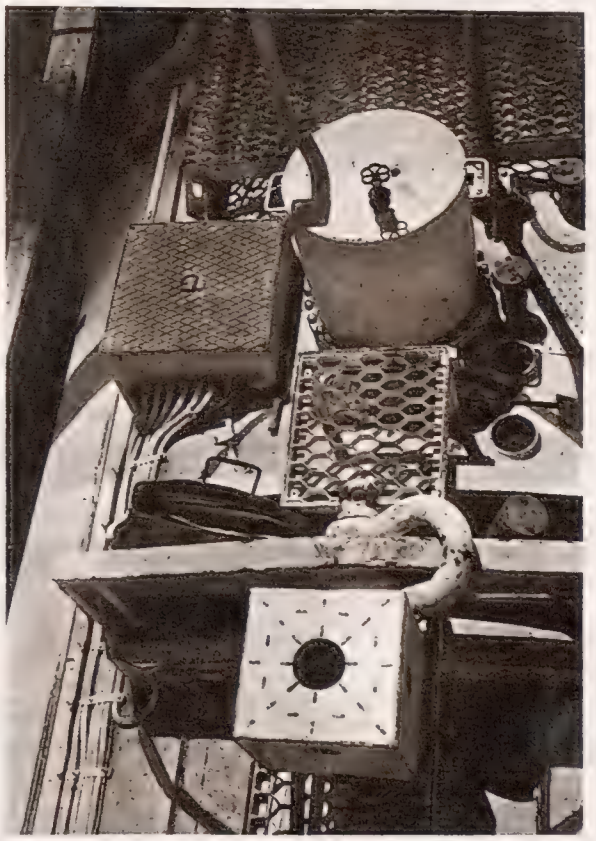
The Office of Naval Research at Washington engaged the *Trieste* for an advanced research programme, involving acoustical and biological investigations of ocean depths. The long-range objectives of this programme are to explore the ocean environment at great depths and to evaluate the potentialities of the bathyscaphe both as a research tool and as a naval craft, such as a submarine rescue vessel or a deep-diving submarine.

In this particular series of dives the emphasis was on the study of the field of sound in the ocean, growing out



LIFTING THE BATHYSCAPHE FROM THE WATER: The 26,000 gallons of gasoline having been removed, the 30-ton bathyscaphe is lifted from the water. The cabin and entrance to the sphere beneath the hull are visible.





THE BATHYSCAPHE AND HER INSTALLATIONS: *Above*—She is put in dry-dock so that the scientific instruments for use during the exploration of the ocean depths can be installed. *On right*—A view of the deck showing the lifting shackle. Near the shackle is the valve for releasing gasoline while submerged and the junction box for all electrical connections.

of the United States Navy's great interest in underwater acoustics in submarine warfare. Investigations of the biology, geology, and physics of the ocean depths were also conducted in an attempt to identify sources of ocean sounds and to determine the sound transmission qualities of the ocean and the bottom.

Communications between the bathyscaphe and the surface were provided by 15-watt battery-powered underwater telephones. This allowed communication between the bathyscaphe and the motor launch which always accompanied the diving boat. The telephone unit in the bathyscaphe was constructed in a rectangular box with a cushion on top and was used as a seat. Generally, communications were nearly perfect during the descent, on the bottom, and during most of the ascent, but at shallower depths, with the horizontal range greater than a half-mile, communications were poor. The telephone picked up sounds of noisy fish during the dives. Some of these noises were the loud whistling of porpoises, clicking noises similar to those attributed to garibaldi fish, and a frying sound like snapping shrimp.

One puzzling discovery was that at mid-depths the noise level differed significantly from those at higher and lower depths. It also appeared that this anomalous noise came from a horizontal rather than a vertical direction. In addition to acoustical measurements, there were many observations made of life in the mid-depths of the Mediterranean and on the sea bed. An abundance of life was noted at all depths, including a strange species of fish whose bodies appeared to be covered with white down. The sea bed often showed indications of burrowing animals. There were numerous holes in the ocean floor, most of them about one-quarter inch in diameter.

On one dive, the bathyscaphe remained submerged for a period of eight hours, making continuous observations. As an indication of the remarkable control possible Jacques Piccard, the son of the inventor, was able to suspend the bathyscaphe 900 ft. down from a surface float displacing only 250 lb. It was attached to the craft by a thin manila rope and maintained equilibrium for three hours. Several foreign scientists also took part in the exploration.

UPROAR OVER PRIMA DONNA

The Controversy Caused by Mme. Callas' Withdrawal from Rome's Opera

On the night of January 2, the Teatro Dell' Opera, in Rome, was packed for the opening of the season. Members of the audience had paid up to £25 for a seat in the stalls, and in the box of honour sat President Gronchi of Italy. The opera to be given was Bellini's *Norma*, and in the title-part was Maria Meneghini Callas, famous diva of the Milan Scala. During the first act some whistles were heard from the gallery, but the star received a tremendous ovation for her aria, "Casta Diva," and at the end of the act took several curtain-calls. However, the interval became very prolonged and as the minutes ticked by the audience grew very restless. When it was announced by the management that Madame Callas would be unable to continue because of ill health and the opera abandoned, there were cat-calls and hisses and boos terminating in what has been described as a riot.

The next day there was a furore in Rome, all other news being crowded from the main columns of the Press. The bulk of the comment was antagonistic to Madame Callas, her withdrawal being interpreted as an insult to the President, who had left before the uproar in the Opera House, and to the people of Rome. Three questions were tabled in Parliament about the fiasco.

On the singer's side it was stated that she was suffering from an infection of the throat and that her action was entirely justified. This did not prevent demonstrators gathering outside her hotel and shouting derogatory remarks. There were clashes with the police which recalled the lively incidents of many years ago when the partisans of Wagner and Verdi fought each other. The Prefect of Rome prohibited Madame Callas from appearing in the two remaining performances of *Norma*. It was stated that he feared that if she did go on to the stage there might be further violent demonstrations. At the next performance the title-role was taken by Anita Cerquetti, the soprano, who was also singing Norma in the same opera in Naples.

At her hotel in Rome the banned diva gave a Press conference. In answer to a question she is reported to have said that she would not take legal action against the Opera House, but reserved her right to litigate if the management brought a suit against her. A few days later she left for Milan.

But the controversy continues. Was La Callas really unwell? Had she not taken sufficient care for her health? Was the Government (which subsidises opera) to be blamed for allowing such unprecedented scenes as occurred on the opening night? Was the singer entitled to be temperamental? These and many similar questions are still being eagerly debated. It may seem somewhat perplexing to a phlegmatic Englishman. But it is not to the Italians, who are born to a love and appreciation of song.

THE CENTRAL FIGURE IN THE SENSATION: Maria Callas is surrounded by photographers before she gives a Press conference in Rome. She answered questions concerning her refusal to continue after the first act of *Norma* at the Rome Opera.

On right—

THE DIVA SPEAKS: Madame Callas gestures as she talks to the Press in her hotel in Rome. She said she had refused to continue in the performance of *Norma* because of her health, but had now recovered. She thanked those who had taken her side in the furore caused by her action. Among those who were at the unfinished opening night was Signor Gronchi, President of Italy.

SUCCESSOR TO MADAME CALLAS: Anita Cerquetti, flanked by Giulio Neri (left) and Franco Corelli, receives an ovation after singing the title-role in a later performance of *Norma*. This was the part from which Madame Callas withdrew.

IN DEFENCE OF THE OPERA STAR: Miss Elsa Maxwell is seen being interviewed on her arrival from Rome at Idlewild Airport, New York. In Italy she had made a number of remarks in spirited support of Madame Callas during the uproar over her withdrawal.

A REBUILT CATHEDRAL

St. George's Roman Catholic Cathedral, Southwark, Nears Completion

In Southwark, the only Cathedral in the Home Counties to be totally destroyed in the blitz is now almost completely rebuilt. The last stages of the restoration of St. George's Roman Catholic Cathedral are in rapid progress, and the building will be reopened on July 4, the 110th anniversary of the opening of Augustus Pugin's original church. The architect, Mr. Romilly Craze, has endeavoured to adhere to the spirit of Pugin in the design of the new building, even to the extent of carrying out his original scheme for a clerestory, not incorporated in the old structure owing to insufficient funds at the time of building. The new Cathedral is in the Gothic manner, but is not without the grace and light expected in a modern building. On the wall above the chancel arch are figures of Christ Crucified, St. Mary and St. John, carved by Mr. Alfred Banks. The Cathedral rebuilding will cost £400,000, of which £240,000 will come from War Damage compensation, and £120,000 from appeals and donations. £40,000 remains to be raised.

THE NEW ST. GEORGE'S CATHEDRAL NEARS COMPLETION: The building will be opened on July 4. It replaces Pugin's Church which was destroyed by bombs in 1941.

LOWERING THE KEYSTONE: The masons complete the Gothic arch over the great west door of the new Roman Catholic Cathedral. Rebuilding St. George's will cost £400,000.

GILDING THE INSCRIPTION ON THE CROSS: Over the chancel arch Mr. Alfred Banks has carved this Calvary group in stone. On the left of the Christ on the Cross is the Madonna and, on the right, St. John. *On left*—The foreman painter at work in decorating the ceiling over the west entrance with a design in the modern idiom.

AN UNDERGROUND FAIRYLAND : This 30-ft.-high grotto in the south wall of the huge cavern in the Wombeyan Caves Reserve, which is near Mittagong, in New South Wales, Australia, is framed by white calcite curtains. Two members of the Sydney Speleological Society party which discovered the cave examine the limestone formations.

UNDERWORLD EXPLORATION

A Cavern the Size of a Cathedral is Discovered in New South Wales

One day last year some members of the Sydney Speleological Society, specialists in the scientific study of caves, were climbing a 70-ft.-high rock-fall hundreds of feet underground in the Wombeyan Caves Reserve, near Mittagong, New South Wales. On reaching the top they found themselves looking into a black and terrifying void. This is how one of the largest limestone caverns in Australia came to be discovered. It is about 200 ft. high, 300 ft. long and 250 ft. wide at the main cross-sections. It is, in fact, the largest known cavern in New South Wales. This exciting and important discovery was the culmination of three exploratory trips which had been made by the party along the bed of an underground river.

The Wombeyan Caves Reserve is a well-known tourist area and is located about 30 miles west of Mittagong by road, and 50 miles from Goulburn. Sydney, the State capital of New South Wales, is 170 miles distant, and most visitors travel by a direct rail route to Mittagong, and from there by coach to the cave area. The group of discoverers of the great cavern believe that it can be developed into a major tourist attraction if lighting is installed to show off the stalactite and stalagmite formations. The colours of the dripstone formations range from deep reds and brown to pale pink, yellow and pure white.

During the first exploration the large, flat, crystal faces sparkled like diamonds in a jeweller's shop window under the light of the special carbide lamps and the electric flashlights fitted to the miner's-style helmets of the explorers. The main problem at present to be overcome before tourism can begin in earnest is to find a simpler approach to the cavern, and to complete the full exploration of the system in order that detailed and accurate maps can be made.

So far, the only feature of the new discovery to receive a name is the pair of grand columns which stand 15 ft. high, fluted and tiered, on the eastern side of the main part of the cavern. They appear to support one side of the huge arched roof. The name given to them is "Samson's Pillars." Tentatively, the large cavern is being called the Olympic Cave, but it is felt that this is not a satisfactory name, and there is still a hope that a more suitable name will be found. The approach to the cavern was made by the explorers through one of Wombeyan's major tourist caves. After climbing muddy slopes and paddling through hundreds of feet of winding river passages the explorers scaled a series of rock-falls and found the main cavern.

The nine members of the Sydney Speleological Society who took part in the exploration and discovery of the cave spend most of their week-ends on field work. At the time of the discovery they were completing a survey, over three week-ends, of an underground river system. There were two women in the group. On the second week-end two members of the party reached a rock-fall and climbed it as far as they could, but were forced to turn back when their lights began to fail. Although at the time they were unaware of it, they were within only a few feet of making a major discovery. However, on the third week-end the rock-fall was climbed and the big cavern found. Even now, the full extent of the discovery cannot be accurately assessed since there are a great number of passages and fissures leading from the main cavern. Probably the system is so extensive that the work of full exploration will take a great deal of time before the labyrinth can become properly known.

Limestone is particularly prone to weathering by solutions, which enlarge joints and cracks and dissolve out pot-holes and caverns, such as those in the Wombeyan area. The formation of stalactites and stalagmites is the result of deposits from water charged with carbonic acid, which has the power of dissolving limestone. When the deposits are pure they are white. More frequently, however, impurities acquired by the water during its slow filtration through the rock layer give the eventual deposit a tint, and sometimes even streaks of colour. It is this effect which causes the strange fairyland quality of a limestone cave.

Stalactites hang pendant from the roof and look like icicles, while stalagmites are formed on the floor of the cave, and rise up to meet them. Eventually they do meet and a solid pillar is formed, like those of "Samson" in the newly-discovered cave. This process, however, is so gradual that it can take many millennia to accomplish.

HANGING DRAPERIES : This fine display of stalactites was found by the explorers on one of the cavern's walls. The main cavern is estimated to be about 200 ft. high, 300 ft. long and 250 ft. across at the main cross-sections. This makes it one of the largest known caverns in New South Wales, and one of the largest ever discovered in Australia.

WHERE STALACTITE MEETS STALAGMITE : These 15-ft.-high pillars on the eastern side of the cavern are called "Samson's Pillars." So far this is the only part of the new cavern to receive a name. It may become a major tourist attraction in New South Wales.

MULTI-COLOURED FORMATIONS : This series of deposits ranges from pure white to deep red. The colour is caused by impurities picked up by the water which filters through the hundreds of feet of rock layers. Containing carbonic acid, the water dissolves parts of the limestone and leaves a deposit. If it hangs, it is a stalactite; if it forms on the floor of the cave, it is a stalagmite. *On right*—A member of the discovery party looks at a stalagmite. Mud on his overalls shows the difficulties of reaching the cavern.

THE MEALTIME VISITORS

In Gardens Throughout Britain, Many Kinds of Birds Arrive Punctually for Their Meals. The Majority are "Regulars"

By BRIAN VESEY-FITZGERALD

IN common with several million other English householders, I have a bird-table. It is not an ornate bird-table: it has not got rustic woodwork or a thatched roof. Furthermore, I did not buy it from a shop. As a matter of fact, it was made for me by the local postman, a plain, straightforward fellow who built me a plain, straightforward bird-table—a thick board nailed on top of a thick round post.

"Last a lifetime, it will," he said, when he brought it round. And, I suppose, considering bird-tables as a whole, it has. It looks like a capital "T," except that, after fourteen years or so, it is now slightly lop-sided. This utilitarian piece of garden furniture may not look pretty. Indeed, I am frequently assured that it does not, but I am not convinced that birds have an eye for beauty in garden furniture. I believe all they are concerned about is that the table should be solid and, more important, bear a good meal.

All that was altered from the moment the breakfast-room came into use. The bird-table was placed so that it could be reached easily from the window, the intention being that all the scraps should be given to the birds. It has never worked out that way. Since puppyhood, our nine-year-old Norwich terrier has been convinced that a scheme has been in hand to starve him to death. Consequently, he takes effective steps to see that no scraps shall reach the birds. So now the birds have proper meals prepared for them, and these are served at regular times. There can be no doubt that birds appreciate punctuality, and the clientele is increasing steadily.

All this would be frowned upon in certain quarters. For there has, as you are no doubt aware, been a good deal of propaganda against the feeding of birds—especially against giving them bread and coconut. It is claimed that these two foods in particular are bad for them, and that birds so fed may die of indigestion. This is greatly intriguing. I have been watching birds for many years now and have to admit (I suppose I must be very unobservant) that I have not the slightest idea when a tit or any other bird has indigestion. I did once see a starling swallow a whole almond at a gulp. It sat quite still, looking fearfully surprised, for about half a minute—a very long time for a wild bird to sit quite still. It is quite possible that the bird had indigestion, but it soon flew off, looking quite all right.

As to knowing that birds die of indigestion after eating bread or coconut, how do the claimants know? Do they conduct a post-mortem on every dead bird they find? Somehow, I doubt it. Anyway, how many dead birds do *you* find in a winter? Think of all the tits that come and eat bread and peck at the coconut at your table as well as that of your neighbours. And then think of how many dead tits you see in a winter. Personally, I see very few. In most winters, in fact, I do not see any.

No, I just do not believe this indigestion claim. The birds have more sense. Just think how the news about milk-bottles spread round the tits of Great Britain. Before 1923 (I think that that was the year) the habit of raiding a milk-bottle on the doorstep was quite unknown. In that year a Southampton tit with a particularly high I.Q. discovered that the contents of such bottles was excellent. Now every tit in Britain knows all about milk-bottles. They take to the milk as naturally as babies. The habit has even spread to the Continent. I cannot help thinking that if bread or coconut was bad for them, and gave them indigestion, this news would also have been passed on. Birds have more sense than to continue eating foods that are indigestible or bad. After all, they are not human! Anyway, I intend to go on putting out bread and hanging up coconuts, for though I have no evidence whatever that either does the birds any harm, I have any amount of visual evidence that both are very much appreciated.

The tits are the great coconut-eaters. Great tits and blue tits attack a hanging coconut greedily, but it is noticeable that coal tits and marsh tits, though they eat coconut, do so much less frequently and much less greedily. Long-tailed tits also come into the garden occasionally, but I have never seen one at a coconut. All four of the regular tits are equally keen on bread. The only other bird that I have ever seen at one of the coconuts is the nuthatch, and he was extraordinarily clumsy by comparison.

Most but not all of the garden birds visit the bird-table. Robins, tits (except the long-tailed), sparrows, chaffinches, blackbirds, song thrush and missel thrush, starlings, nuthatch, spotted woodpecker and greenfinch all come fairly regularly. I have never seen a bullfinch at the bird-table (though they nest in the garden and often come right up to the house to take the honeysuckle), nor a goldfinch (though they, too, have nested in the garden), nor the green woodpecker (though it spends a good deal of time digging holes in the lawn). Why do these birds not take to the bird-table? Is it that the right sort of food is not put out to tempt them or is it that they cannot face competition? Of the very occasional visitors to the bird-table, the most startling have been a magpie, a black-headed gull, and a rook. Both magpies and rooks are common in the neighbourhood and frequently alight in the garden, but as a rule they ignore the bird-table and prefer to take larger hunks of bread cast upon the lawn well away from the house. Rooks will do this only in really hard weather.

It is quite another matter with the bird-bath. All the birds, even those too shy to use the bird-table, use the bird-bath, which is within 10 ft. of the drawing-room windows. Water is much more important to birds than food, it would seem, for they use it both during the summer and winter for washing and drinking. Except in really hard weather they can find food elsewhere. It is only the heavy eaters who use the bird-table—and even they are getting a bit "choosey." Breakfast cereal was put out recently and not one bird would touch it—not even the resident robin, who had hitherto seemed to be omnivorous. Perhaps they thought it would prove to be indigestible.

Pictures by Eric Hosking

A TYPICAL MEALTIME SCENE IN A BRITISH GARDEN: *Left*—The tits are pecking at food which has been inserted inside a cylindrical container swinging from the underneath of a bird-table. *Right*—A blue tit and a robin are feeding from a "natural" bird-table—a hollow scooped out from the stump of an old branch. Food is placed conveniently in the hollow. The majority of the garden birds are "regulars" at a bird-table. There are some garden birds, however, which do not feed from them.

My bird-table is placed just outside the breakfast-room window, so that it can be replenished without going out of doors. Æsthetically, this is not the best position, for the window does not look out upon the garden and a bird-table should, by rights, be in a garden so that one can watch the birds against a background of trees and flowers. But it is the position which offers the best view of the birds and at the same time affords the least trouble, for the breakfast-room is now our room for all meals. It is next to the kitchen and was, at one time, the maids' sitting-room. Now that maids are as rare as prize-winning Premium Bonds, the dining-room is seldom used. By taking meals in the breakfast-room we save a lot of carrying and quite a walk.

Actually, the bird-table was first placed in the garden on the stone terrace outside the drawing-room. It did not look pretty there and, mainly for that reason, was unpopular with certain members of the family. Nor was it popular with the birds, but this was largely our own fault. It was on the edge of the terrace and could not be reached from the windows, so that we often forgot to put food on it. The birds obviously thought us untrustworthy and did not bother to call regularly.

At "opening" time there are always the regulars such as the robin and the blackbirds, half a dozen sparrows and a couple of chaffinches and, perhaps, eight assorted tits. They are always in the same positions. At breakfast there are seldom any "casuals." But if at lunch (the main meal of the day) there is an extra-special menu, then visitors of all sorts arrive—more tits, more sparrows, more blackbirds, more chaffinches, thrushes, starlings, a greenfinch or two, even another robin. This is particularly noticeable when bacon fat and rinds are put out and also cheese rind. It is also noticeable that on some days we are scarcely patronised at all at lunch-time, though one or two of the regulars may drop in later in the afternoon to make a tea of our luncheon menu. On these occasions there can be little doubt that news of a rather better lunch down the road has spread to the birds of the garden. The birds that spread the news are probably the starlings who keep up a ceaseless patrol of the gardens in the neighbourhood and seem to know within a moment or two exactly who has put out what. This is very good for the local householders, for it keeps us up to the mark. It is also naturally very good for the birds.

A SHIP AGROUND

H.M.S. "Barcombe" is Found Holed off the Isle of Mull

After a search lasting nearly 24 hours the missing naval boom defence vessel H.M.S. *Barcombe* was found badly holed, aground at Loch Buie, off the Isle of Mull, on the west coast of Scotland. The ship was on her way from Greenock to Rosyth where she was due to refit, but at 9 p.m. on January 13 she reported by radio that she had gone aground off what was believed to be the Island of Oronsay, some 25 miles to the south-west of Mull. At the time of the grounding visibility was almost nil and there was a heavy swell.

R.A.F. aircraft took off to search for the ship but had to turn back owing to very low cloud. On Oronsay the coast-guards were alerted and conducted an all-night search armed with storm lanterns. The following afternoon a message was received by the Flag Officer, Scotland, which said: "Am badly holed. Several men exposed due to abandoning ship. In position Garvellachs Island 05 deg. 47 min. West 56 deg. 15 min. North." Instantly the search was diverted from the sea area of Oronsay to the new position. At about 6 p.m. a fishing vessel, the *Rosebud*, sighted the *Barcombe* five miles north of Garvellachs, just off the coast of Mull. On receipt of a radio message from *Rosebud's* skipper, Tom Ross, the submarine rescue ship H.M.S. *Kingfisher* and the Islay lifeboat, with other ships taking part in the search, arrived and took on board all the officers and men from the *Barcombe*.

There was only one casualty in the crew of thirty-two. Petty Officer Harry Goodwin was taken to hospital suffering from exposure. The *Barcombe's* radio had become water-logged when the ship went aground, consequently it was not until late the following day that any message could be sent out.

All the crew left the ship, which was very badly holed and almost awash, and spent the night on the island. At daybreak they returned. When the order to abandon ship was given by the master, Lieut.-Commander D. C. Godfrey, the crew again went ashore. Some tried to climb up the cliff but had to give up owing to its 300-ft.-high sheer face.

After the rescue the Admiralty paid tribute to the "splendid work" of the Islay lifeboat throughout the operation.

RESCUED: Crew members of the *Barcombe* relax on board H.M.S. *Kingfisher*. *On left*—Their vessel aground under the 300-ft. cliffs of Mull.

THE BADLY DAMAGED VESSEL: H.M.S. *Barcombe* is held fast, her decks nearly awash. She went aground off Mull in thick fog and was badly holed. The crew spent a night and a day on the rocky shore waiting for rescue. Some tried in vain to climb the steep cliffs but were forced to give up. After the rescue one member of the ship's company, Petty Officer Goodwin, was taken to hospital suffering from exposure. The Admiralty has paid tribute to the efforts of the rescuers, especially those of the Islay lifeboat.

THE WALL OF JERICH

Digging up the Secrets of a Past Civilisation

The site of the ancient city of Je on the banks of the Dead several hundred feet below sea-le covered by a huge mound or *tel*, high and nearly 1,000 ft. long. T the result of a long history of h settlement. In 6,000 years Jericho ravaged many times by hostile and the desert, and each time pa rebuilt.

The *tel* has now been exte excavated, and gradually the secr Jericho's early days are being y up. Tests on material recovered the base of the *tel* near the be establish the date of settleme 6,800 B.C., and there is every indi that even then Jericho was a comm in advance of Byblos, in the Le and Jaimo, in Iraq, which were previ believed to be the oldest perm settlements in the world.

Under the direction of Dr. Ka Kenyon a team from the British S of Archæology in Jerusalem has seven seasons in diggin on the Among their most impor ant disco is a tower 20 ft. high and construc stone, which must date from 7,000 B.C. Human remains have found in it. Dr. Keny n's tea complete its work next m nth and by then to have traced the limits earliest settlement and discover site of the town's main gate. M the ruins at Jericho date from R times, and some excellent tess floors have been unearthed, bo Dr. Kenyon's diggings, and th Professor Garstang's in the 1930

On left—

A TOWER REVEALED BY THE EX TIONS: Some idea of the scale o Jericho excavations is shown in picture. Workers are dwarfed by tower which has been discover the "dig" organised by Dr. Ka Kenyon, of the University of Londo Director of the British School of A ology in Jerusalem. The tower is be to date back to almost 7,000

ONCE A PALACE WINDOW: This striking and very fine mosaic was the floor of a bay window in the palace at Jericho during the time of the Roman occupation. From here can be seen the Dead Sea, and the surrounding hills. Jericho is about 1,200 ft. below sea-level.

HIDDEN FOR CENTURIES: Workers clear the stepped entrance to a tower discovered b archæologists at Jericho. For many centuries it has been hidden beneath the which has accumulated on the *tel* or mound, 70 ft. high, which covers the ancient

EXPOSED RUINS BASK IN THE SUNLIGHT: This was once the gymnasium of Jericho. The ruins are probably the lowest on earth, being several hundred feet below sea level.

LEADER OF THE DIGGINGS: Dr. Kathleen Kenyon, the director of the British School of Archæology in Jerusalem, holds a trowel in her hand as she poses for the camera.

CLOSE SCRUTINY: Mr. Peter Parr, the Secretary Librarian of the British School of Archæology scrapes an eroded block of stone which has been unearthed.

LOOKING DOWN ON THE TOP OF THE TOWER: The curve of the tower is plainly visible as Jordanian workers, skilled in archæological digging, clear the surface. Human remains have been found in the tower, which is believed to date from nearly 7000 B.C. It is not yet known whether the tower rests on more ruins or on a rock base.

MODERN ART

Contemporary Works in Contrasting Styles

A FRENCH PAINTER WITH AN UNUSUAL TECHNIQUE: Georges Mathieu wipes smudges from his arms after having completed an extraordinary work to which he gave the title "Abduction of Henry IV by Archbishop Anno From the Kaiserpfalz at Kaiserswerth." He was giving a demonstration of his contemporary technique to painters and art students from many countries at the Art Academy in Dusseldorf, Germany. The final result took just over one hour to complete and after the last touch had been added the painter was immediately offered £1,800 for it. He began by covering the canvas with many tubes of black paint spread over an area of 13 ft. by 6 ft. Then, a variety of other colours was added, sometimes with the use of three brushes at once.

THE ARTIST AT WORK: He is seen concentrating on his work. Among M. Mathieu's more spectacular techniques was the forceful ejection of paint from their tubes at a distance of up to 10 ft. from the canvas.

On left—
ACTION PAINTINGS OF AN ABSTRACT NATURE: David Ashley studies some of the exhibits accepted for display at the Institute of Contemporary Arts talent exhibition in Mayfair. The three abstract paintings are all called "Asphyxiation" and are for sale for the sum of one hundred guineas each. The artist, twenty-three-year-old William Green, created them by throwing black stove enamel on to a board and walking over it in special rubber-soled shoes, leaving skid marks and impressions.

EXOTIC MASKS FROM GERMANY: Surrounded by African trophies, Mrs. Ingeborg Von Hellfeld, of West Berlin, Germany, paints an exotic mask after fashioning it from an original African mask brought home by her husband from his expeditions. On each side of her, two other masks are ready for painting. Mrs. Hellfeld's products are exported to collectors all over the world. A simple mask costs about 25s. but a more ornate one costs over 85s.

"MAN": This 9-ft.-high statue entitled "Man" was recently daubed with pink and grey paint and festooned with paper and grass. The extra adornments were completed by a house agent's notice reading "Viewed by Order Only." The statue, which stands at the junction of Manor Drive and Meadway, in Liverpool, was made from granite salvaged from blitzed areas in Liverpool.

A MOMENT OF GREAT TRAGEDY IN FRANCIS POULENC'S OPERA "DIALOGUES DES CARMELITES": Mme. de Croissy, the Mother Superior (Jean Watson), lies prostrate after struggling from her bed at the Carmelite Convent at Compiègne. On the right Mme. Lidoine, the new Mother Superior (Joan Sutherland), stands serenely and prays. The opera had its first performance in Britain at the Royal Opera House, last week.

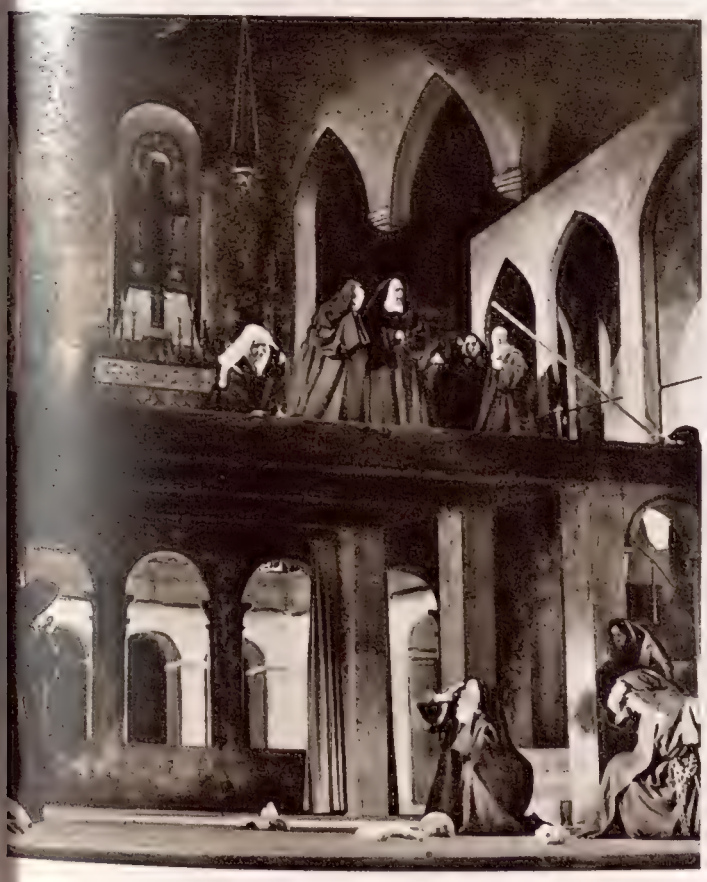
"DIALOGUES DES CARMELITES"

The British Première of Francis Poulenc's Profound Opera

Francis Poulenc's opera *Dialogues Des Carmelites* —to be called simply *The Carmelites* in Great Britain—received its first performance in this country at the Royal Opera House, Covent Garden, on Thursday of last week. It is to have nine performances, all of which are being conducted by Rafael Kubelik, Covent Garden's musical director. The production of this extremely moving work is in the hands of Margherita Wallmann, the Austrian producer, who was responsible for the world première at La Scala, Milan, in 1956. She will also be remembered for having produced *Aïda* at Covent Garden last autumn. *Dialogues Des Carmelites* is set in France at the time of the French Revolution. The work, which is in three acts and seventeen scenes, takes place in Paris and in the Carmelite Convent at Compiègne. The theme is a universal one—the conquest of fear by means of prayer and religious faith. Its application in the opera is the execution of the sixteen Carmelite nuns of Compiègne who defied the secularisation orders of a French Revolutionary Tribunal in 1794. Poulenc has adapted the opera from the play by Georges Bernanos, based on the German novel *The Last at the Scaffold*, by Gertrude von Le Fort. Her account was based on the recollections of the one surviving nun of Compiègne.

NUNS IN SOLITUDE: The new Mother Superior is surrounded by the Carmelite nuns of Compiègne during the installation ceremony. Kneeling on her right is Mother Marie of Incarnation. The production is in the charge of Margherita Wallmann, who was responsible for *Aida* at Covent Garden last autumn.

THE PROCLAMATION: Mother Marie of Incarnation (Sylvia Fisher) listens to the proclamation by two commissars (Ronald Lewis, seated, and David Lyee). Nine performances of this work are being given in London.



MOMENTS OF DRAMATIC IMPACT: *Above*—The finale, in which Blanche (Elsie Morison) has rejoined the nuns at the guillotine. She stands on the left, hands outstretched, facing Sister Constance of St. Denis (Jeannette Sinclair). *On left*—Sister Blanche looks down at the broken fragments of a statue of Our Lord which she has dropped after being startled by the appearance of French revolutionaries.

A BRIDGE MOUNTED ON RUBBER BEARINGS: Within sight of the famous Cathedral is this new road bridge at Lincoln. It is called the Pelham Bridge and is built on an attractive continuous curve for about a quarter of a mile. A novel feature in bridge construction has been incorporated in the approach spans. It takes the form of rubber bearings which will cushion the effect of traffic passing over the bridge, lessening the noise and easing wear and tear. Pelham Bridge has been built to put an end to congestion caused in the city by hold-ups at several level crossings. The new bridge passes over two main lines of British Railways. It has two 24-ft. carriageways, one of which is already being used by traffic. Its parapets take the form of light railings, and at the points where the bridge passes over the railway lines there is an inside railing as well for additional protection for cars and pedestrians.

DEVELOPMENTS IN BUILDING

A New Bridge at Lincoln; Flats at Bethnal Green; the Birmingham Ring Road; Plymouth's Renaissance

NEW FLATS AT BETHNAL GREEN: Closely-packed streets of terrace houses are gradually being swept away and flats, such as these on the Greenways estate, are being built by the London County Council and the metropolitan borough council. Among rows of houses now awaiting demolition are old weavers' cottages once occupied by exiled Huguenots who founded a weaving industry in Bethnal Green after the Edict of Nantes was revoked.

CLEARING A WAY FOR THE NEW RING ROAD AT BIRMINGHAM: This desolate area near the centre of Birmingham will soon become a section of the new inner ring road. Its construction will help to solve many of the traffic problems in the central area of the congested Midlands city. Preliminary work on the scheme is well under way and a considerable amount of demolition and site-clearing of the first section has been accomplished. It is hoped that the first part of the first section will be open to traffic by the end of the year. The cost of the completed scheme will be in the region of £15,000,000.

Few cities in England suffered as much as Plymouth during the Second World War. The Luftwaffe destroyed thirty-nine churches, twenty schools, eight cinemas and 100 public houses. Nearly 4,000 homes were destroyed and another 19,000 houses were badly damaged. Added to the tragedy of Plymouth was the total of 1,300 civilians killed and an untold number of Service personnel. But the spirit of this city, which was the last port of call of the Pilgrim Fathers in 1620, was not crushed by the Nazi bombs. As early as 1942 plans were put in hand for the rebuilding of Plymouth, and the following year the late Sir Patrick Abercrombie, and the City Engineer, Mr. J. Paton Watson, presented the world-famous *Plan For Plymouth 1943*.

Before the Plan could be put into effect a great number of legal problems had to be overcome, but with the aid of the Town and Country Planning Acts of 1944 and 1947 it was possible for the late King George VI, at the end of 1947, to open the first great new thoroughfare. Called Royal Parade, it cuts a broad sweep, 1,500 yards long, through the badly-bombed heart of the city. Later, another fine street was built at right angles to the Royal Parade, and named Armada Way.

To-day Plymouth is a modern city with fine new shops, offices and public buildings. The scars of its recent past are rapidly disappearing. Charles Church, however, will be preserved for ever as an empty shell in order to symbolise how Plymouth refused to be quelled by the might of Nazi bombers.

On right—

PLYMOUTH'S NEW MAIN STREET: In the foreground is St. Andrew's Church, which is now in the later stages of reconstruction. On the right is the Royal Parade, the new wide dual-carriageway thoroughfare which was opened by the late King George VI in 1947. New shops and offices now line this street, one of the finest in Britain.

ST. ANDREW'S CIRCUS IN REBUILT PLYMOUTH : The building in the centre of the picture is the new Post Office, while that on the right in course of erection is the National Provincial Bank. Royal Parade is in the foreground. Under construction on the other side of the Circus is part of the Eastern Approach Road which will eventually join the main route to Exeter. The Charles Church in the middle distance will be kept a burnt-out shell and will be a memorial of Plymouth's heroic defiance of the bombs.

CHARTERHOUSE RESTORED

A War-Damaged Ancient Monument in London Recovers its Former Glory

A GATEWAY AND THE GREAT HALL OF CHARTERHOUSE: *Above*—The building has been restored and the Great Hall can be seen across the Master's Court, which has the original monastery foundations marked in the grass. On the wall is a sundial, bearing Thomas Sutton's coat of arms. Above the entrance is the coat of arms of James I. *On left*—The gateway to the hospital with its original medieval doors.

INSIDE THE GREAT HALL: The gallery, of which the woodwork has been restored, was added to the Great Hall in the seventeenth century to facilitate communications between the hospital and school.

THE INTERIOR OF THE GREAT CHAMBER AND OF THE CHAPEL: *Above*—The fine plasterwork on the ceiling dates from the sixteenth century. The Elizabethan overmantel on the right is still in the process of being restored. *On right*—The view, framed in an original Elizabethan carving, is of the chapel.

On February 12 the Queen and the Duke of Edinburgh are to visit Charterhouse, in Clerkenwell, to mark the completion of the restoration work on the historic buildings, which were among the many heavily-hit victims of the German air-raid on London on May 10, 1941. In the air-raid three sides of the Master's Court and the Great Staircase were gutted and the Great Hall and the Great Chamber were seriously damaged by fire.

Charterhouse, one of the architectural relics of London, is situated between Goswell Road and St. John Street. Immortalised in Thackeray's *The Newcomes and Pendennis*, it has in its long history of nearly 600 years been monastery, palace, school and hospital.

Charterhouse was named after a Carthusian monastery or priory of the Salutation founded here in 1371 by Sir Walter de Mannay and Bishop Northburgh. The monastic buildings, in which Sir Thomas More lived for four years, were built over Pardon churchyard, a place of burial for persons dying of the plague. The foundation flourished until the Dissolution of the Monasteries in 1545, after which some buildings were demolished and others became the palace successively of Sir Edward North, the Duke of Northumberland and the 4th Duke of Norfolk.

In 1611 the property was purchased by Thomas Sutton, a coal-owner from Newcastle-upon-Tyne, for the sum of £13,000. He founded a hospital known as the Hospital of King James in Charterhouse for eighty poor and aged gentlemen. It also consisted of a school for forty poor boys in addition to a chapel. The chapel and hospital remain, the brethren having continued to reside there except for a short break during the war. To-day there are more than thirty in residence. The school, which moved to Godalming in 1872, has developed into one of the country's great public schools. On December 12, 1956, in the restored Great Hall of Charterhouse, the Founder's Day dinner of the old Carthusian Club (the old boys of Charterhouse School) was held for the first time in eighteen years.

During the restoration work a skin of the nineteenth-century brickwork in the Master's Court was removed, thus revealing the stone walls of the original monastery. Among other discoveries, the most notable was the lead coffin of the lay-founder which was unearthed in the north aisle near the altar of the ancient church. Much of the stone for the original Hall was taken from the earlier monastic Charterhouse Church. The reconstruction has been in the hands of the architects, Lord Mottistone and Mr. Paul Paget.

STRIKE IN THE BAHAMAS

Scenes in Nassau, where British Troops were Flown in to Keep Law and Order

DEMONSTRATION IN THE CAPITAL OF THE BAHAMAS: Police hold back part of the crowd which was attempting to demonstrate against the Governor when he went to open the Legislature in Nassau. This was an early incident in the general strike which began in the town a fortnight ago, and as result of the demonstrations the Governor, Sir Raynor Arthur, sent for British troops from Jamaica. A company of the 1st Battalion, The Worcestershire Regiment, was flown in by shuttle service. The strike affected the public services, and the hotels and tourist trade were especially hard hit.

STRIKERS SHOW THEIR FEELINGS: A car carrying a Representative Member is booed as it arrives outside the Legislature. However, no further disorders were reported last week after the arrival of the British troops and some essential services were operated.

ARMED POLICE ON PATROL: They are being carried in a lorry along a street in Nassau. At the beginning of this week the strike had still to be settled. Meanwhile the town, which relies a great deal on tourist trade, was suffering immense economic losses.

UPRISING IN VENEZUELA

Confusion in the Capital as a Military Attempt is Made to Destroy the President's Regime

DEMONSTRATIONS IN VENEZUELA: A crowd of students engaged in demonstrations in Caracas, the capital of Venezuela, is dispersed by police using unsheathed machetes. The uprising was one of the most serious of a series which have increased in intensity since President Pérez Jiménez was returned to office for a five-year term through a plebiscite. Earlier this month a coup d'état by the army and the air force against the President was defeated. The rebels had denounced his "dictatorship" and called for a revolution.

ANOTHER CABINET POST FOR PRESIDENT PÉREZ JIMÉNEZ: He is seen at a radio station announcing that he has taken over the post of Minister of Defence in addition to his other duties. The dismissal of General Fernandez from the post of Minister of Defence now gives the President control of the new Cabinet.

On right—

THE DISMISSED MINISTER OF DEFENCE: After being dismissed from the Cabinet, General Romulo Fernandez was posted from Venezuela "on an official mission." During the period he had held the Ministry of Defence, he had attempted to force President Jiménez to replace seven members of the Cabinet with military men.

THE NEW VENEZUELAN GOVERNMENT: The scene in the presidential palace as the new Venezuelan Government is sworn in. The Cabinet reshuffle followed the failure of a rebellion by the military forces against President Pérez Jiménez's regime.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

THE SKILL OF BRITISH SHIPYARDS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

AN order-book worth £1,000,000,000, offering work for four years even if output rises according to plan, would seem bliss to most British industries at the beginning of 1958, and it cannot be said that shipbuilders are exactly grumbling to-day. Nevertheless, the fact that last year they managed to complete only about 1,450,000 tons gross of new ships, rather less than in 1956, has disappointed them quite as much as their critics. Moreover, the headlong slump in freight rates earned by ships on the high seas last year was almost as worrying to the builders of new ones as it was to the shipowners who are their customers. It is primarily from the profits of the present merchant fleet that its replacement and expansion have to be financed; and a wave of cancellations this year could make a big difference quickly, even to an order-book of the size that Britain's yards now possess.

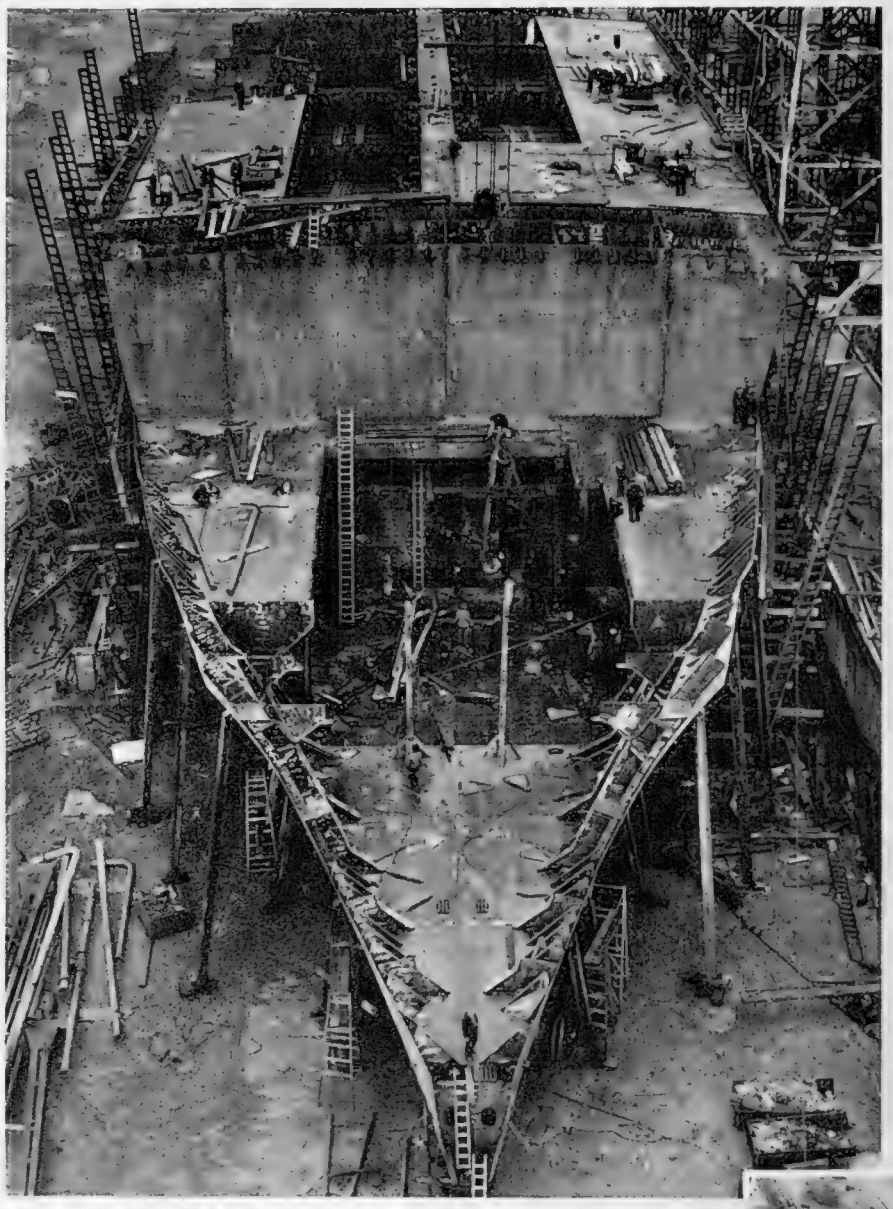
So far, in Britain, there have been few signs of any such wave. A few orders for large dry cargo ships have been cancelled, but in some of these cases all that had firmly been arranged was a booking of a berth as and when it came available some years ahead. Far more ships than usual, certainly, are laid up in British ports, or in dock awaiting repair. But there have been far fewer signs that the slump in freights is affecting orders here than in Japan, for instance. Nor has there been any example here of what happened in Scandinavia, where early this month, for the second time, a new 30,000-ton tanker was completed, delivered to its owners, and then promptly laid up, because current freight rates would have meant running it at a loss straight away.

It was, certainly, a sign of change when this month one British shipbuilder was quoted as offering to build a ship for delivery in two years at a fixed price. In the whole context of post-war shipbuilding in Britain, both conditions are fairly exceptional, much as shipowning customers have sighed for them to happen from time to time. Practically all the ships built here since the war have had an "escalator clause" adjusting their prices upward for rises in the cost of labour and materials; nor have yards often been able to guarantee a really firm delivery date.

The builders have had little alternative. They have a rule of thumb, which has held depressingly good since the war, that the prices they have to pay go up about 1 per cent. every two months. In 1957 prices rose more than this. It has been reckoned that the price of a standard merchant ship built in a British yard rose by more than 9 per cent. last year. With this kind of cost inflation to handle, shipbuilders could offer their customer only two possibilities: either some price with adjustment according to costs, or a fixed price set high enough to cover whatever price increases seemed likely by the time the vessel was delivered. A couple of years ago, several yards offered "fixed prices" of that kind. Few customers chose them. Similarly, it was hard to offer a firm delivery date. Deliveries of the yard's own purchases, such as steel plate, were themselves erratic, and running skirmishes with labour were always likely to delay production.

The reason why one or two yards are to-day feeling the pinch and looking for orders is concealed behind the national average—illustrating how dangerous it is to generalise about "the industry." "The industry" certainly has about 6,750,000 tons gross of new ships on its order-book. If its total output rises from the present rate of less than 1,500,000 tons to about 1,750,000 tons a year, that still means four years' work on the average. But behind that average lies a variegated reality—up to eight or nine years' work booked for some of the biggest shipyards that can build supertankers, but far less full bookings for berths in many of the smaller yards. There are about 200 yards able to build ships or boats of one kind or another in the United Kingdom, but half a dozen firms account for half of the total output and probably for an even bigger proportion of the outstanding orders.

It was a vast international wave of tanker ordering that pushed the accumulated orders of the British shipbuilding industry to its present high levels. Since Suez



A TANKER ON THE STOCKS: The hull and sides of a vessel to be called *British Ambassador* rise in the yard of Vickers-Armstrongs at Barrow in Furness. The tanker, of 42,000 tons, is being built for the B.P. Tanker Company.

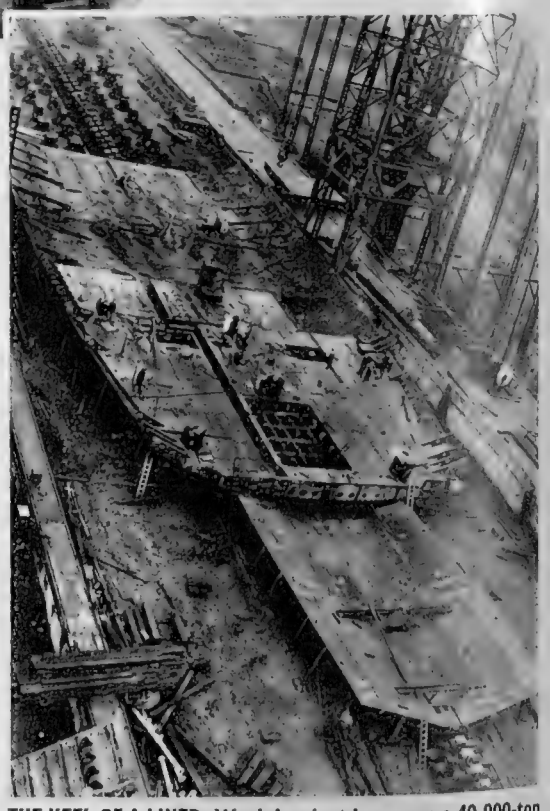
a growing share of those orders have been altered to vessels of 40,000-65,000 tons dead-weight (28,000-40,000 tons gross), which if necessary could take Middle East oil not too expensively round the Cape to Western markets. Not many yards in the world were equipped to build such ships. But several in Britain have begun rearrangement and extension of their berth space to build these monster vessels. Over the next five years, the industry will be investing about £70,000,000 in further re-equipment and modernisation, more than twice as much a year as during the past decade.

This is an expensive adaptation of production facilities for larger ships, even though it will not make British yards as specialised as many of those in foreign countries. It is not a question of expanding the industry's whole output capacity. For many years this has been greater than the output actually achieved from it, because there has never been enough steel, enough skilled labour, enough readiness to work; for example, British yards seldom work more than a single shift. But larger berths are needed for these big vessels, more prefabrication capacity, and often different arrangements for launching.

More than half the tonnage now on order in British yards consists of tankers. The sea transport of oil, over the last ten years, has been the only major rising element in world trade. After the wartime losses were made good, the existing dry cargo fleet was broadly big enough to take a gently rising volume of dry cargo trade, so that ordering of dry cargo ships has been mainly to replace old or obsolete capacity. The tanker fleet, on the other hand, has been steadily growing, and the bulk of the tonnage now on order throughout the world is tankers. If the major oil companies were to revise their forward estimates of demand downward, it is possible that many shipyards might be asked at the least to "stretch out" their deliveries of new vessels over a longer period than arranged.

Even apart from this question of putting eggs in one basket, no shipbuilding company in Britain welcomes too great a concentration on tankers. They are big, difficult to build, but comparatively simple in layout; they take a large amount of steel, and that steel forms a larger proportion of their price than of, say, passenger ships or warships. They offer little employment to men in the "finishing trades" who fit out the bare hull. Some yards on the Continent and in Japan have been designed expressly, and most efficiently, to produce nothing but bulk carrier ships of this kind. Their productivity is among the highest in the world. But the balanced output of ships of every kind that Britain is equipped to produce—while the orders are forthcoming—is a more profitable business.

This country no longer turns out the largest tonnage of ships in the world. For two years Japan has surpassed us. Britain is probably not the most efficient builder, nor the cheapest, of the big ships most in demand at present. But it is still probably the most accomplished of the world's builders, ready to build every type of vessel. In any world boom of shipping construction, its order-books generally fill up first. When recession comes, they have a habit of lasting rather longer than those abroad when cancellations begin. There is plenty of need for change in Britain's shipyards at the present day, and probably far more than has yet begun, taking this old industry as a whole. But the essential strength of Britain in shipbuilding should not be minimised.



THE KEEL OF A LINER: Work has just begun on a 40,000-ton passenger vessel for the Orient Line to be named *Oriana*. Another picture from the Barrow yards.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

LAMBETH'S NEW BATHS AND LAUNDRY

During the war the public baths at Lambeth were destroyed by bombs. The borough council has now completed and opened a new building at a cost of £135,000. It houses seventy-two slipper-baths, thirty-two for women and forty for men, a do-it-yourself laundry and two therapeutic baths. The picture above shows the laundry section. Here the housewife who lives in the third largest London borough can in an hour and a half wash, dry and iron 25 lb. of washing, using the most up-to-date equipment, for a charge of 2s. 9d. On the right are Amazon washing machines, and on the left sinks are provided for hand washing of items too delicate to be placed in the machine. Tumbler driers for completing the washing task are also provided.

ALUMINIUM USED IN A HAY-BALER

On right—

Demonstrated at this year's Pennsylvania Farm Show is this heavy-duty hay-baler. It is the Super Hayliner 78 and it has been manufactured by the New Holland Machine Company, Inc. Aluminium has been used in the machine, and the number of parts cut down. It is fitted with Flow-Action—mechanism to measure the size of the bale required — Hydra-formatic Bale Tension Control, which can adjust the density and weight of the bale to suit the farmer, and Feeder-Assist, a device which sweeps hay into the Feeder.

MECHANISATION IN A SALT MINE— A DEVELOPMENT IN AMERICA

This large mechanical shovel is at work in the salt mine at Detroit, Michigan, in the United States. After the wall of salt which forms the face of the mine has been undercut, dynamite is used to loosen the material. The salt is then scooped up by the mechanical shovel and removed. In the picture an area 50 ft. wide and 22 ft. high is rapidly being cleared. The massive shovel is fitted with caterpillar tracks and can be moved easily about the mine. The working end is equipped with electric lights.

AUSTRALIA'S TALLEST BUILDING

Caltex House, in Sydney, New South Wales, the tallest building in Australia, was completed three months ahead of schedule. The picture *above* shows the twenty-one-storey building during construction; *on the right* is a view of the completed building which includes an extensive use of glass. It is a reinforced concrete building with a total floor area of 280,000 sq. ft., and it provides office accommodation for more than 2,000 people. Five of the twenty-one storeys are below ground-level and provide car-parking facilities. The top floor is a cafeteria. The building has been erected for Caltex Oil (Australia) Pty. Ltd., by Civil and Civic Contractors Pty. Ltd.

The World of Books

DIPLOMACY — YESTERDAY AND TODAY

An American in London a Hundred and Twenty Years ago ; Lawrence Durrell on the Diplomatic Corps ; A Publisher's History ; Short Stories and Some New Novels

FAMILY correspondence will always be one of the richest and most revealing sources of information about domestic customs, personalities and, often, notabilities. If the writer is both observant and fluent, he, or she, can add immensely to what we know of a certain period or group and if highly placed or at a good vantage point, then the situation, for readers at least, is ideal. Mrs. Sallie Coles Stevenson was the wife of the American Minister to the Court of St. James and from 1836 to 1841 she recorded her impressions of old William IV, of the young Victoria and of the glittering world into which she and her husband were received. VICTORIA, ALBERT AND MRS. STEVENSON (Muller. 25s.) is a misleadingly triangular title but the letters, written to her brothers and sisters in Virginia, carry their own recommendation. They are candid, amusing though not actually witty, and teeming with descriptions all the more vivid for being occasionally mis-spelled. The gossip is all the more lively for being without malice. Mr. Edward Boykin who has edited the correspondence and prefaced the chapters with brief explanatory notes, shows a trace of naïveté from time to time but apart from that has done an admirable job in rescuing these papers from near-oblivion.

The diplomatic world of early Victorian days and the diplomatic life of Mr. Lawrence Durrell's little book of sketches, ESPRIT DE CORPS (Faber. 10s. 6d.), are separated by more than a century and by a far-reaching change in manners. Mr. Durrell has written and Mr. V. H. Drummond has illustrated an extremely funny little book about diplomats in fairly far-off places. The mystery is that it should not greatly shake one's faith in the integrity of the Foreign Office. The episode which I particularly treasured among these perky pieces was the case of the waltzing Japanese but there is much to be said for the ghost train in Yugoslavia.

A SOCIABLE PLOVER (Hart-Davis. 16s.) is a collection of essays and stories, or what the author calls conceits, by Mr. Eric Linklater. It makes very agreeable reading, whether he is discussing the past and present of the Norwegian people or writing an imaginative story about a convict's escape. The latter, incidentally, ends with a true bachelor's, or misogynist's *cri du cœur*. "For there 's no one goes unpunished," says Mr. Linklater's Highlander, "who takes a woman to his house."

THE HOUSE OF CASSELL (Cassell. 30s.) is an admirably documented history of the firm which came into being just 110 years ago, soon rose to a considerable eminence in the literary world and has survived, among other vicissitudes, the total destruction, in an air raid, of the printing works at La Belle Sauvage. Mr. Simon Nowell-Smith has written a sober and comprehensive chronicle of the progress of these distinguished publishers whose first product was a weekly paper designed for "all who are opposed to Intolerance, the Gibbet, Intemperance and War," and who, in our days, are the publishers of Sir Winston Churchill.

There is a form of loving tyranny which is exerted on gardeners (particularly amateur or unpaid ones) by a garden. In A CORNISH YEAR (Peter Owen. 18s.) Lady Vyvyan expresses some of the sense of duty felt by a born or dedicated gardener and some of the nagging responsibility. Away and beyond this, the writer confides in the reader her impressions and her quieter reflections on what occurs to her during the twelve slow, coloured months that make up a country year.

VANISHED CITIES (Weidenfeld and Nicolson. 25s.), by Hermann and Georg Schreiber, translated from the German by Richard and Clara Winston, is an earnest if slightly heavy-footed survey of some of those highly-civilised centres which now remain either as words, as inexplicable monuments or as legends. They write of Angkor-Wat, of South Sea lagoon cities or of Pompeii, and it is evident that their research has been accurate and probing. Nevertheless, the book rarely comes to life and can most fairly be described as a thoughtful and painstaking footnote to history.

FORGIVE BUT DO NOT FORGET (Hutchinson. 21s.) is the story of what one gentle and courageous Norwegian lady suffered during the German occupation of her country. The wife of King Haakon's doctor, Mrs. Sylvia Salvesen, was already an organising member of the underground resistance before the Germans came and, after two imprisonments at a camp near Oslo she was despatched to Ravensbruck, that notorious concentration camp, where she spent the greater part of the war. Her story is remarkable not only for its clarity and lack of emotion but for the conclusions which she has drawn from her own experience and from those of her companions. Her almost incredible compassion is, to a perceptive reader, as great an indictment as could have been made.

Fiction this week is divided between the novelists, the writers of short stories and the romantic rebuilders of history. GOLLANTZ PARTNERS (Hutchinson. 15s.)

THE COMPOSER OF "THE CARMELITES": Francis Poulenc, whose opera *The Carmelites* has opened at Covent Garden and is illustrated on page *153* of this issue, came into prominence as a member of the group of young French musicians known as "Les Six," shortly after the First World War. Other members included Honneger and Milhaud. *The Carmelites* is M. Poulenc's most profound work. His earlier opera *Les Mamelles de Tiresias* was written in the comic manner of Chabrier and Ravel.

is Miss Naomi Jacob's fresh volume in the family saga which concerns a full-blooded set of relations, fairly pullulating with affection and vitality. To anyone who has a bent that way, the author's descriptions of antique furniture, china and paintings will be irresistible and, to the less specialised reader, the story itself will be rewarding.

William Saroyan's predilection for the human race has to be read to be believed. In his new collection of short stories it is as warmly enveloping as a superb system of central heating. If, to our eyes in this more or less northern island, the temperature sometimes approaches the suffocating, that must be our own Nordic fault. THE WHOLE VOYALD (Faber. 15s.) includes a word which Mr. Saroyan tells us is a way of saying Void, Voyage and World at the same time. The twenty-two tales don't travel quite as extensively in time or space as all that but they genuinely have invention and immense kindliness. World kindliness, if Mr. Saroyan would prefer it.

Other short stories this week are by Mr. Olaf Ruh... a New Zealander who lives in Australia and know... great deal about the New Guinea countryside which... describes with such insight in LAND OF DAH... (Macdonald. 16s.). Here Mr. Ruhen describes not ... some of the folk-lore traditions but brings his subject ... to date in a discussion of present-day colonial admini... tion. Human and well informed.

It is to be hoped that the title of Isak Dinesen's ... collection of stories, all of them set in the hundred ye... before 1870, is not prophetic, for LAST TALES (Putn... 18s.) would then make very sad reading. This hig... original writer who works in English and then has ... translates her books into Danish, now lives in her ... Denmark after many years spent in Africa. Her ... is an extraordinary one, in the exact sense of being ... far from the commonplace, and her tales vary bet... the ironic, the dramatic and the wholly macabre.

THE DEVIL'S MARCHIONESS (Weidenfeld ... Nicolson. 18s.) is a long and plainly written novel dev... to the life and uncompromisingly evil career of a Fre... marquise who lived and died quite horribly in the reig... Louis XIV. Mr. William Fifield has had access to ... papers of Madeleine d'Aubray, Marquise de Brinvil... and his story is based on these and on research in ... temporary documents. The authenticity of the b... ground serves mainly to convince the reader that ... sordid intrigues and the murders of the period ... unrelieved by a spark of ordinary humanity.

Mr. Richard Llewellyn, in WARDEN OF THE SMO... AND BELLS (Michael Joseph. 13s. 6d.), has writte... novel about Marco Polo and about what might h... happened if he had gone to Assisi with his caravan fr... Cathay and had fallen in love with the lovely girl who ... the model for Giotto's angels. This is romance, pure ... simple, and Mr. Llewellyn tells his imaginative story ... conventionally archaic style, of which a fair sample ... "Ho there, fellow, you, Polo! Do you set a joust, or ... you ended with tumbled dolts?"

LOVE RIDES TO BUTTERMERE (Hutchinson. 1... is based on the lives and loves of a group of Lak... characters in the early nineteenth century, among ... a beautiful young woman whose praises were sung ... Coleridge, Wordsworth and de Quincey. In many ... it is one of the most absorbing and the most successf... designed of all Philip Lindsay's historical romances ... his many readers will greatly regret his recent death.

BIZANA ROAD (Robert Hale. 10s. 6d.) is an adve... story with an unusual setting: the huge native territo... the south of Durban which, normally peaceful, is in ... instance disturbed by an ambush and its violent con... quences. Mr. H. G. Barnby, whose first novel thi... comes from Durban himself and the authentic setting ... his lively tale is one of the best things about it.

GREEK FIRE (Hodder and Stoughton. 12s. ... celebrates another kind of adventure, this time with ... American pitted against a group of unscrupulous politi... in post-war Greece. Mr. Winston Graham does this ... of thing very well, somewhat in the Ambler manner. T... new story should do his reputation nothing but good.

IN THE QUEEN'S PARLOUR, by Ellery Qu... (Gollancz. 15s.), is a collection of very short, often ... page-long pieces about fellow crime writers, about s... distinguished "fans" as Somerset Maugham, about s... unexceptionable characters as Nero Wolfe or Cha... Chan, and about a miscellany of gossip and snippets ... odd information. Very light fare, but diverting.

Vernon Fan...

NEW LIGHT ON NELSON

A Biography by Oliver Warner

As a subject of biography Nelson lags far behind Wellington and Napoleon in point of volumes published about him. In recent years, however, Nelsonian literature has tended to increase, C. S. Forester (1929), C. Wilkinson (1931), and Carola Oman (1947) having all addressed their minds to the slight and enigmatic figure of the great sailor. Latest in the list is Oliver Warner. In A PORTRAIT OF LORD NELSON (Chatto and Windus. 30s.) he has included new material from Greenwich which throws an interesting light on Nelson's first visit to Naples in 1793. This was not the triumphal occasion of the later visit after the Battle of the Nile when Nelson entered a city "drunk with joy," but it was a time of preparation and important business to which Lady Hamilton's kindness and Sir William Hamilton's efficiency contributed not a little; it was a time when the seeds of future confidences were laid and Nelson made himself *persona grata* at the Court of the Two Sicilies. Mr. Warner has written a factual, but deeply sympathetic biography, and, despite his economy of phrase, he conjures up the magic that surrounded the name and fame of Nelson in his own day. We can readily understand why Coleridge, who was at Naples when the news of Trafalgar came through, should have been constrained to write: "When Nelson died it seemed as if no man was a stranger to another; for all were made acquaintances in the rights of a common anguish."

John Gloag's GUIDE TO WESTERN ARCHITECTURE (Allen and Unwin. 62s.) is a substantial book which starts off with several marked advantages. It is well laid out; it has many excellent line drawings, 161 of them by Hilton Wright, and a host of reproductions from old prints. Mr. Gloag's text is most readable. He is a man of many talents and interests, with a score ... novels to his credit. In this new and massive vol... he does not fail in regard to the popular touch. ... book is aimed obviously at all who are interested ... buildings and not architecture alone. Unlike m... works on architectural history and development this ... is stylistically unpretentious. It sketches the histor... development of western architecture from its prim... origins to the present day, and in doing so show... remarkable comprehensiveness of outlook. To t... who are interested in buildings as serving the needs ... men, not merely in glorifying individual architects, ... book should make a special appeal.

Writers of war histories must feel more or ... inevitably that they are committed to the King ... tradition, in which that great author wrote so discursiv... of the Crimean War. The result often is that the ov... picture, which we all want to know and understand ... submerged in the floodtide of solid fact. Lieut.-C... mander P. K. Kemp, Admiralty Archivist and Head ... the Historical Section, has departed brilliantly fr... tradition in VICTORY AT SEA (Muller. 30s.). W... not exactly a slim volume, it is a succinct account, cov... just over 350 pages, of the drama that was played ou... the oceans of the world in line with the Grand Strate... on land, sea, and in the air that finally brought do... Nazi might and the Empire of Japan in the Sec...

DECORATIONS WITH FLOWERS

he arrangement of flowers as decorations in the home and elsewhere is nowadays regarded as a combina- of art and science. J. Gregory Conway is one of erica's foremost experts in this subject. To the glish reader CONWAY'S ENCYCLOPÆDIA OF OWER ARRANGEMENT (Routledge and Kegan l. 42s.) inevitably suffers from having been written the American public. The terminology is not always to follow. Thus "placement in the entryway" ans putting flowers in the hall. Several of the special asions for which decorations are suggested, such as shington's Birthday and Thanksgiving Day, mean e to the English. Where there is common ground, as r Christmas, it is surprising to find that America arently takes no cognisance of our traditional holly, and mistletoe. It may be usual in America to deck Cross on the High Altar of a church with foliage but s definitely not done in England, and ideas on what vers to put on a grand piano must outrage the feelings anyone who has been brought up to respect musical ruments. A very large number of photographs ompany the text. They are by Julian Hiatt and show vers and plants in every conceivable kind of vase, l or container in a great variety of arrangements. ir appeal must depend upon individual taste.

An excellent chapter is concerned with the history of ver arrangements according to periods, Mr. Conway wing his deductions from contemporary art and wing how one can keep one's decorations in accord h one's furniture. He also looks into the future and gests trends in design which may come about shortly. other section deals with the little-known Japanese iature plant art forms, Bonsei and Bonkai, in which author holds a Japanese diploma. In yet another pter he propounds valuable hints for making best use of 's garden, with rticular refer- e to flowers for border. It is raordinary to rn how much be obtained m a small space beautify the ne, especially if ention is paid the colour of plants to be wn. Altogether is a book which most ders will find tructions and ginal ideas.

C. D.

A RICH DESIGN: Yellow and red chrysanthemums combine with persimmons and pyracanthea berries. The picture is from the book reviewed in this column.

On left—

HOMELY SIMPLICITY: Artichoke flowers lie against stalks of cane grass peeled to a layer of brightness. Looped grass leaves form the surround in the basket container.

rld War. Lieut.-Commander Kemp's technique of pre- tation is admirable; for the most part he sticks to the tral strategic theme, but now and again he pauses in er to describe particular actions as they are illustrative he general conduct of the war. His style is clear and eful, and the book has all the necessary diagrams some excellent half-tone illustrations.

The bewildering issues that threaten our lives to-day only be properly understood in the context of modern ory. Maurice Bruce, Director of Extra Mural Studies he University of Sheffield, is attempting a study which beyond doubt, help us to clarify these issues, and first volume of his massive work THE SHAPING THE MODERN WORLD now makes its appearance. s is entitled THE WORLD TO 1914 (Hutchinson.), and covers the fateful period from 1870. This is ork of rare maturity of thought, and perhaps owes ch to the fact that the basic thinking and rethinking has gone to its making has been tried in the fires of lecture-room where Mr. Bruce has done such valuable rk.

THE ICICLE AND THE SUN (Hogarth Press. 18s.) charming introduction to Scandinavia by that gifted ter William Sansom. The strong individualities of land, Norway, Sweden and Denmark emerge in these es which are written with obvious enjoyment, and, regard to Denmark in particular, with the proper vening of humour, because one cannot write of nderful Copenhagen without dwelling on the amiable racter of its people. In the space of 150 pages Mr. som does not attempt formal conclusions, but one s that he has savoured the taste, the smell and the ur of each place he has visited. R. C. E.

NOW IN ITS FIFTH YEAR AT WYNDHAM'S: Betty Huntley-Wright as Madame Dubonnet and Patricia Webb as Polly Browne in the Carnival Ball sequence from the last act of *The Boy Friend* at Wyndham's Theatre, London. Sandy Wilson's musical pastiche of the 1920's has celebrated its fifth anniversary with the 1,642nd performance. Five performances later it passed the run of *Me and My Girl*, and is now the second longest running musical in the history of the London theatre. However, a run of nearly two more years will be necessary before it can overtake the record of *Chu-Chin-Chow* which ran for 2,238 performances. *The Boy Friend* was first performed in a shorter form during the summer of 1953 at the Player's Theatre. Later the full-length version was presented at the Embassy Theatre, Swiss Cottage, transferring to Wyndham's Theatre in January 1954.

SUCCESS STORIES

On left—

A STAR IN THE ASCENDANT: Enthusiastic notices in the Press after the performance of Susan Alexander in the title role of *Giselle* at the Royal Opera House, Covent Garden, have suggested that she is one of the most promising young dancers in Britain to-day. Miss Alexander, who is twenty-one years old, has been with the junior company of the Royal Ballet (formerly the Sadler's Wells Theatre Ballet) for four years. Only since last September has she been a principal. The company, now on tour after the recent season at Covent Garden, has presented three new ballets; *The Burrow*, by Kenneth Macmillan, *A Blue Rose*, by Peter Wright, and *The Angels*, by John Cranko.

THE RALLY OF THE SEASON

Britain's Participation in the Monte Carlo Rally; New British Models; Flourishing Car Sales; Working at a Loss; Another Road Scheme, and a Racing Topic

By "THE SPHERE" MOTORING CORRESPONDENT

BY the time this has been read the Monte Carlo Rally will be nearly over. We shall know in a day or two whether Britain's mass participation—134 British entries out of 340—has led to a fifth outright win by a British car driven by a British team. Previous British winners were the Hon. Mrs. Victor Bruce (A.C.) in 1926; Donald Healey (Invicta) in 1931; Sidney Allard (Allard) in 1952; and Ron Adams (Jaguar) in 1956. But we must not forget that a British car—a Sunbeam Talbot driven by a Scandinavian crew—won the Rally in 1955; and that in 1953 a British Ford Zephyr was driven into first place by a Dutchman, Maurice Gatsonides, with a Briton, Peter Worledge, as co-driver.

Of this year's British teams, 85 cars were due to start from Glasgow, 35 from Paris, 7 from Oslo, 2 from Lisbon and 1 from both Munich and the Hague. There were no British teams from either of the other two starting-points—Athens and Rome. France has only 77 teams in the Rally this year. The third largest national entry is that of Germany (23), with Spain next (15), followed by Norway (14). With drivers like Mary Handley Page, Nancy Mitchell, Pat Moss, Anne Hall and Annie Soisbault (the French champion signed by the Standard Motor Co. to drive a Triumph TR3), British firms are making a serious bid for the coveted *Coupe des Dames*.

Three new British models have been announced recently. They are a re-engined, restyled Hillman Husky estate car, an improved Triumph TR3 with new radiator grille and a two-seater, plastic-bodied sports coupe—the T.V.R.—launched by a small Blackpool engineering firm.

The new Husky is a great improvement on the model it replaces. It costs £52 10s. more, including tax, giving a total price of £698 17s. At this figure the Husky is an attractive proposition for anyone who wants a dual-purpose car which looks good, does 35 m.p.g., has a top speed of over 70 m.p.h., takes four adults in comfort and carries a top load of 6 cwt. The looks of this sturdy little economy car have been greatly improved by the use of a lower, narrower radiator grille and by adopting a moulded waistline. The car has been given a power increase of 20 per cent. by the installation of the 1,390 c.c. overhead-valve engine used in the Minx. There is now no car in the Rootes Group range using a side-valve engine. The Husky is longer and lower, yet by the use of a step-down floor, back-seat passengers have been given more head- and leg-room. The two side doors are 5½ ins. wider and there is a bigger rear door for easier loading.

Even carrying four adults the Husky can accommodate 300 lb. of baggage. With the rear seat folded flat the luggage platform is 50 ins. long. Announcing the new model, Mr. Geoffrey Rootes said the Husky was Britain's best-selling estate car in the U.S. The Group's exports in 1957, he said, were a record—26 per cent. up on 1956. They sold four times as many cars in the dollar markets.

The Triumph TR3 is another big dollar-earner. It is in great demand in the U.S. and two more European rallies are being planned this year for Americans who order TR3s and fly to London in a chartered aircraft to take delivery of them. After the rally, which takes them all over the Continent, their cars are shipped back to the U.S. The improvements announced recently will make this Coventry product even more popular in all markets. The new radiator grille is of polished aluminium. The headlamps have been recessed, the seating is more comfortable, lockable handles are now fitted to doors and boot, and at the back the winkers are now separate from the other lamps. At £1,049 17s., including tax, the new TR3 costs £28 10s. more. Over 25,000 Triumphs have been built since the TR2 was first announced at the 1952 Motor Show. Of this total, more than 57 per cent. have been sold in the U.S.

The thing which fascinates me most about the new T.V.R. sports car is that it is being built at Blackpool, where Sir William Lyons, the Jaguar chief, embarked on his spectacular career by building sidecars in a small factory. T.V.R. Engineering is probably Britain's smallest car firm. The managing director, Mr. Trevor Wilkinson, says there are only eight people on the pay-roll. He is going to feel his way gradually into the car business. His immediate production target is only two cars a week. A choice of power plant is offered for the T.V.R. With the 1,172 c.c. Ford Prefect engine the car, claim the makers, will do 110 m.p.h. It costs £990, including tax. You can get the same car with a supercharger for £60 extra, and it should do 125 m.p.h. With a 1,098 c.c. Coventry Climax engine, as used in the smaller Cooper and Lotus models, the price of the T.V.R. is £1,450 and the top speed 135. An outstanding design feature of the T.V.R. is the independent springing of all four wheels.

Car sales in Britain continue to be brisk for the time of year in both new and second-hand markets, and business is also flourishing in the export field. Production in most of the big factories is at a record level and there seems little risk of any short-time working this winter. To help make sure of this, the Big Five are encouraging dealers to "stock up" with new cars to a greater extent than ever before. It is obviously better to store cars in showrooms—anywhere under cover, in fact—than to leave them out in the open as car manufacturers have often been forced to do when, for various reasons, they have hit a period of over-production. Besides, when the demand for new cars takes its upward swing in April and May, it is better for dealers to have plenty of cars in stock, ready for immediate delivery. But many dealers cannot afford to tie up a lot of cash in a stock of cars they may not turn over for months.

At least one of the big firms has arranged for cheap, short-term loans to be made available to dealers from one of the leading finance houses. I refer to the Standard Motor Co., who have told their dealers they can get three-month bills at an interest rate of 9 per cent. per annum. Dealers have to pay the manufacturers the wholesale price of a car as soon as it is delivered from the factory. (They do not have to pay the purchase tax until the car is sold in the retail market.) Supposing the wholesale price of a car is £400: Standard dealers can now borrow that sum for three months for an interest charge of only £9.

THE BRITISH ANSWER TO CONTINENTAL BUBBLE-CARS: The Mark "E" Bond Minicar is intended as a British answer to the egg-shaped Continental bubble-car which appeared on the home market as a result of the petrol crisis. In contrast with the compactness of the bubble-car, the Mark "E" combines an 85-m.p.g. economy with the room and solidity of a sports car. The new body incorporates among its features two doors instead of one, sliding windows and a wrap-round windscreen. Since the first production Bond Minicars appeared ten years ago, nearly 20,000 have been made. This is more than any other British three-wheeler in the history of motoring and many more than the total of all other three-wheelers sold in Britain since the war. The price of the new Minicar, which has a top speed of more than 50 m.p.h., is £379 13s. 9d., including purchase tax.

MORE POWER AND SPACE FOR A DUAL-PURPOSE CAR: The new version of the Hillman Husky is derived, both in the engine and body, from the current Hillman Minx, with the result that it is not only more powerful but has longer, lower lines and more passenger and luggage-space. An overhead-valve 1,390 c.c. engine has been fitted under the bonnet to replace the side-valve 1,265 c.c. engine of its predecessor. The total price with purchase tax is £698 17s.—an increase of £52 10s.

It came as something of a shock to learn that the invaluable Motor Industry Research Association's establishment at Lindley, near Nuneaton, is working at a loss. This is because the amount of the grant it gets from the Department of Scientific and Industrial Research is dependent on how much the motor industry itself contributes to the Association. I do not mean that the Society of Motor Manufacturers and Traders has cut the size of its payment to M.I.R.A. No: the fact is that the D.I.S.R. has altered the basis of its grant. Formerly, the industry raised £90,000 for the Association and so qualified for a grant of £60,000, making a total of £150,000.

Now, however, the industry has to raise £120,000 to get the same grant of £60,000. As the Society of Motor Manufacturers and Traders has not yet agreed to increase its contribution, the Association is £17,000 a year worse off than it used to be and is working at a loss which has to be met from cash reserves not intended for the purpose. The Motor Industry Research Association does such good work that I am sure the industry will soon make the necessary adjustment. The industry's latest export successes can be traced in large measure to the work which is being carried out at Lindley, under the direction of Dr. A. Fogg, on the high-speed track, on the pavé, in the dust tunnel, on the washboard road, in the water splashes, and in the laboratories.

There is news of another big British road scheme. Mr. Harold Watkinson, Minister of Transport, has announced that work on the £6,000,000, 20-mile Ross Spur—a motor road linking the Midlands and South Wales—will begin in the spring. The work is being split into four contracts and tenders have been accepted for two of them. Included in this work are a 1½-mile by-pass at Ross, a bridge over the Severn nearly half a mile long, and a bridge over the River Wye. These contracts will take 2½ years before they are completed.

The other two portions of the motor road will be started six months after the earlier work, but as they will take only two years, the road should be ready for opening early in 1961. The Government's approach to the country's road problem is still niggardly and unimaginative, but the fact remains that a good deal of work is going on just now, or is soon to be put in hand, to improve the nation's inadequate road network. Yet I doubt if we are, even now, keeping pace in our road improvement programme with the rapid increase in traffic and congestion.

I like this move by the British Racing and Sports Car Club to start a saloon-car championship. It will give many car-crazy Britons the chance they have been waiting for. To give the Morris Minor a chance against Jaguar and Aston Martin models the contest is to be split into four classes based on engine size. And so that the rich enthusiast will not enjoy an unfair advantage over impecunious youngsters or family men, there is to be a strict limit on the kind of modifications to be permitted to engines and other mechanical features. No car will be eligible to take part unless 500 of them have been built.

The British Motor Corporation have given a trophy for the new competition, and there will be cash prizes. Points will be awarded for success in a series of championship races to be included in the Club's programme at Brand's Hatch, Crystal Palace and on other tracks in the country.

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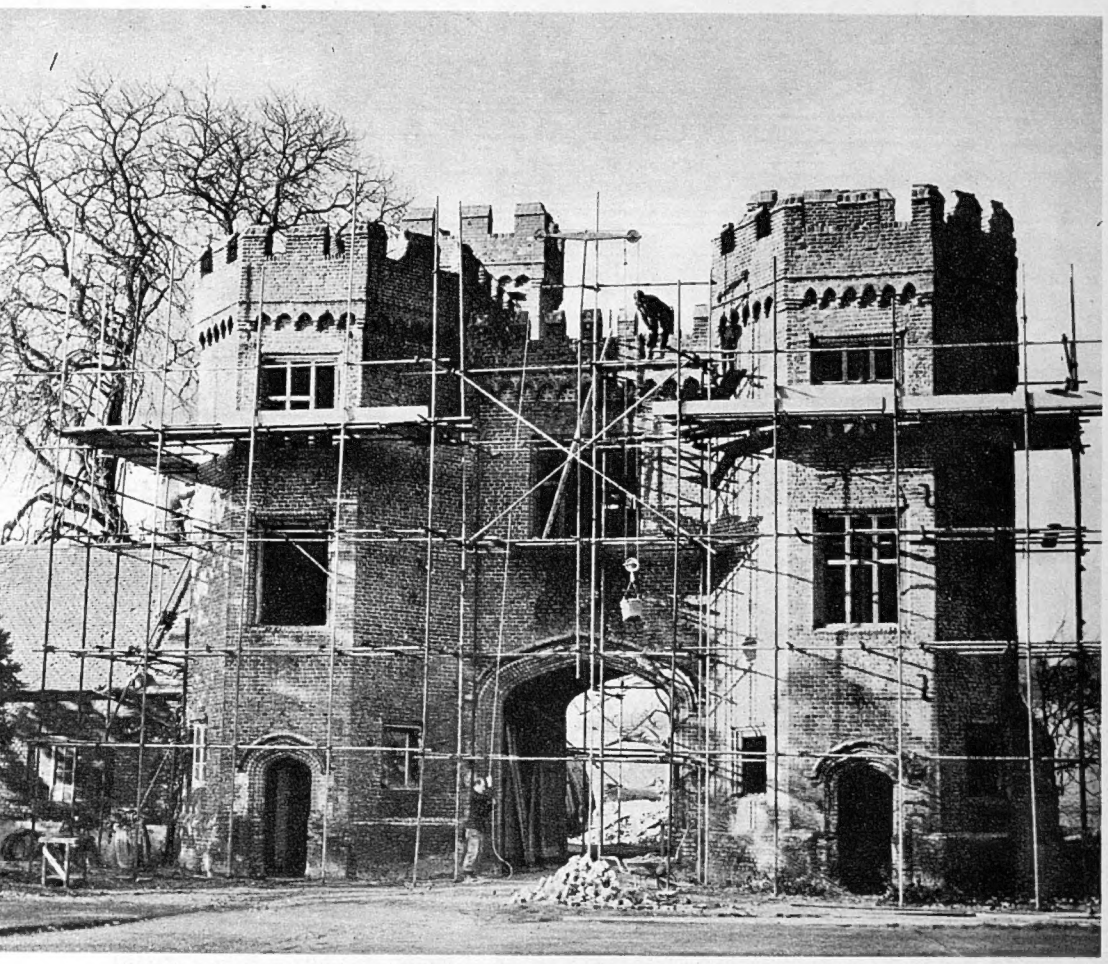
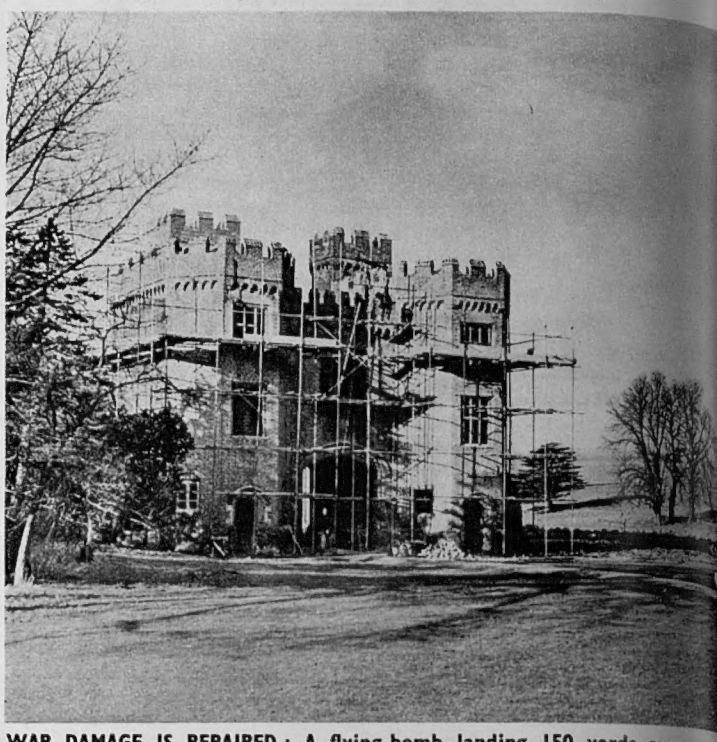


SCAFFOLDING SURROUNDS THE ANCIENT GATEHOUSE: The restoration of the Tudor gatehouse at Lullingstone Castle, Kent, is in its final stages. When completed, part of the building will house Roman relics found on the extensive site of the villa in the park. Nearby is the fourteenth-century church of St. Botolph.



WAR DAMAGE IS REPAIRED: A flying-bomb landing 150 yards away shattered the ancient gatehouse. By this summer the building will be restored by the Ministry of Works and Sir Oliver Hart-Dyke, whose family has lived at Lullingstone Castle for many centuries.

Lullingstone Castle, a Tudor house which has Queen Anne and later additions, stands in 600 acres of parkland in the finely-wooded valley of the River Darent about eight miles from Sevenoaks. For many years the Castle was widely known for its famous silk-worm farm, but this has now moved. There was at one time a former Lullingstone Castle; it stood closer to the banks of the Darent, halfway between the villages of Eynsford and Shoreham. Some of its remains and materials have been incorporated in a local farm which goes by the name Shoreham Castle. The gatehouse of the Tudor house suffered considerable damage during the war from a flying-bomb, but fortunately was not destroyed. Much of the original brickwork survives, and now Sir Oliver Hart-Dyke, the owner of the castle, which has remained in the possession of his family for many centuries, is restoring the structure in conjunction with the Ministry of Works.

Eight years ago excavations began in the grounds on a Roman villa dating from about A.D. 200. A great deal of work still remains to be done before the extent of the site is fully known, and fresh discoveries are constantly being made. Part of the gatehouse will contain a museum of relics found on what is considered to be one of the most important recent discoveries in this country of Roman remains.

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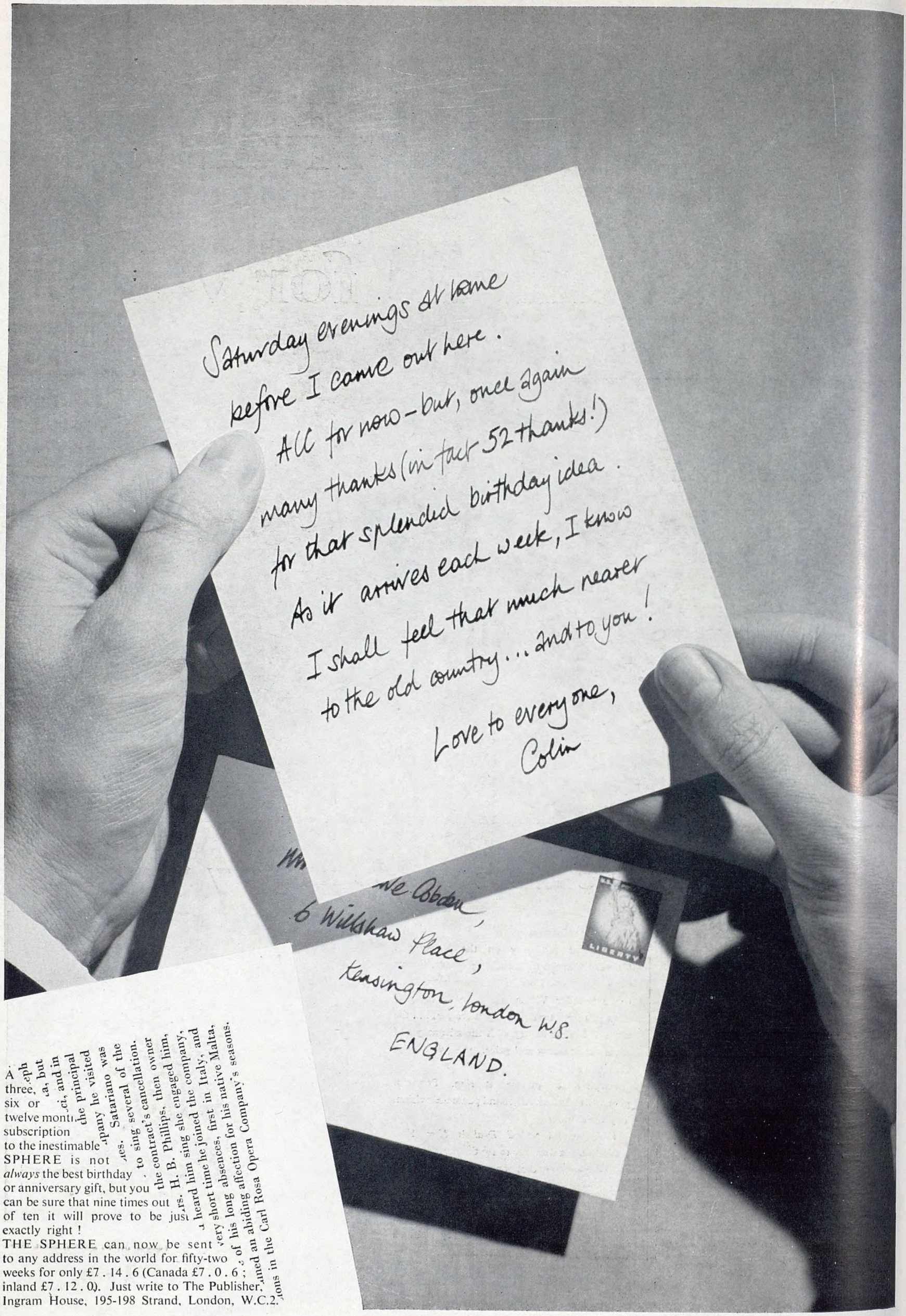

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